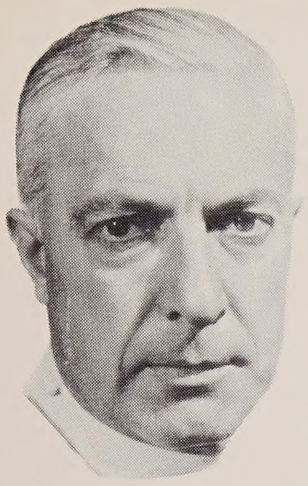
RAILROAD

JANUARY, 1968 MAGAZINE FIFTY CENTS

NIGHT RUN by JOHN JOHNS

DOWN BY THE DEPOT by GILBERT A. LATHROP



An Important Message

To Every Man And Woman

In America

Losing His Or Her Hair

If you are troubled by thinning hair, dandruff, itchy scalp, if you fear approaching baldness, read the rest of this statement carefully. It may mean the difference to you between saving your hair and losing the rest of it to eventual baldness.

Baldness is simply a matter of subtraction. When the number of new hairs fail to equal the number of falling hair, you end up minus your head of hair (bald). Why not avoid baldness by preventing unnecessary loss of hair? Why not turn the tide of battle on your head by eliminating needless causes of hair loss and give Nature a chance to grow more hair for you? Many of the country's dermatologists and other foremost hair and scalp specialists believe that seborrhea, a common scalp disorder, causes hair loss. What is seborrhea? It is a bacterial infection of the scalp that can eventually cause permanent damage to the hair follicles. Its visible evidence is "thinning" hair. Its end result is baldness. Its symptoms are dry, itchy scalp, dandruff, oily hair, head scales, and progressive hair loss.

So, if you are beginning to notice that your forehead is getting larger, beginning to notice that there is too much hair on your comb, beginning to be worried about the dryness of your hair, the itchyness of your scalp, the ugly dandruff — **these are Nature's Red Flags** warning you of impending baldness. Even if you have been losing your hair for some time, don't let seborrhea rob you of the rest of your hair.

HOW COMATE WORKS ON YOUR SCALP

The development of an amazing new hair and scalp medicine called Comate is specifically designed to control seborrhea and stop the hair loss it causes. It offers the opportunity to thousands of men and women losing their hair to bacterial infection to reverse the battle they are now losing on their scalps. By stopping this impediment to normal hair growth, new hairs can grow as Nature intended.

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In short, Comate offers you in a single treatment the best that modern medicine has developed for the preservation of your hair. There is no excuse today except ignorance for any man or woman to neglect seborrhea and pay the penalty of hair loss.

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To you we offer this UNCONDITIONAL GUARANTEE. Treat your scalp to Comate in your own home, following the simple directions. See for yourself in your own mirror how after a few treatments, Comate makes your hair look thicker and alive. How Comate ends your dandruff, stops your scalp itch. How Comate gives your hair a chance to grow. Most men and women report results after the first treatment, some take longer. But we say this to you. If, for any reason, you are not completely satisfied with the improvement in your own case — AT ANY TIME — return the unused portion for a prompt refund. No questions asked.

But don't delay. For the sake of your hair, order Comate today. Nothing — not even Comate — can grow hair from dead follicles. Fill out the coupon now, and take the first step toward a good head of hair again.

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Male pattern baldness is the cause of the great majority of cases of baldness and excessive hair loss. In such cases neither the Comate treatment nor any other treatment is effective.

Note To Doctors

Doctors, clinics and hospitals interested in scalp disorders can obtain professional samples and literature on written request.

"I used to comb out a handful of hair at a time. Now I only get 4-6 on my comb. The terrible itching has stopped."
—L. H. M., Los Angeles, Cal.

"My hair has improved. It used to fall out by handfuls. Comate stopped it from falling out." —D. M. H., Oklahoma City, Okla.

"My hair has quit falling out and getting thin."
—D. W. G., c/o FPO., N. Y.

"My husband has tried many treatments and spent a great deal of money on his scalp. Nothing helped until he started using your formula."
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"Comate is successful in every way you mention. Used it only a few days and can see the big change in my scalp and hair."
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—Miss C.T., San Angelo, Tex.

"Now my hair looks quite thick."
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"My hair had been coming out and breaking off for about 21 years and Comate has improved it so much."
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"I've used a good many different 'tonics.' But until I tried Comate, I had no results. Now I'm rid of dandruff, and itchy scalp. My hair looks thicker."
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"Used it twice and my hair has already stopped falling."
—R. H., Corona, Cal.

"No trouble with dandruff since I started using it."
—L. W. W., Galveston, Tex.

"It really has improved my hair in one week, and I know what the result will be in three more. I am so happy over it, I had to write!"
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HOW WOULD YOU LIKE to start collecting your share of the big money being made in electronics today? To start earning $5 to $7 an hour... $200 to $300 a week... $10,000 to $15,000 a year?

Your best bet today, especially if you don't have a college education, is probably in the field of two-way radio.

Two-way radio is booming. Today there are more than *five million* two-way transmitters for police cars, fire trucks, taxis, planes, etc. and Citizen's Band uses—and the number is growing at the rate of 80,000 new transmitters per month.

This wildfire boom presents a solid gold opportunity for trained two-way radio service experts. Many of them are earning $5,000 to $10,000 a year *more* than the average radio-TV repair man.

Why You'll Earn Top Pay

One reason is that the U.S. Government doesn't permit anyone to service two-way radio systems unless he is licensed by the FCC (Federal Communications Commission). And there simply aren't enough licensed electronics experts to go around.

Another reason two-way radio men earn so much more than radio-TV service men is that they are needed more often and more desperately. A two-way radio user *must* keep those transmitters operating at all times, and *must* have them checked at regular intervals by licensed personnel to meet FCC requirements.

This means that the licensed experts can "write their own ticket" when it comes to earnings. Some work by the hour and usually charge at least $5.00 per hour, $7.50 on evenings and Sundays, plus travel expenses. Others charge each customer a monthly retainer fee, such as $20 a month for a base station and $7.50 for each mobile station. A survey showed that one man can easily maintain at least 15 base stations and 85 mobiles. This would add up to at least $12,000 a year.

Be Your Own Boss

There are other advantages too. You can become your own boss—work by yourself or gradually build your own fully staffed service company. Instead of being chained to a workbench, machine or desk, you'll move around, see lots of action, rub shoulders with important police and fire officials and business executives who depend on two-way radio for their daily operations.

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He's flying high. Before he got his CIE training and FCC License, Ed Dulaney's only professional skill was as a commercial pilot engaged in crop dusting. Today he has his own two-way radio company, with seven full-time employees. "I am much better off financially, and really enjoy my work," he says. "I found my electronics lessons thorough and easy to understand. The CIE course was the best investment I ever made."

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RAILROAD MAGAZINE

Adventurous Railroading and Rail Hobbies—Founded 1906

VOL. 82, No. 3 JANUARY, 1968 50 CENTS

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Photo by Michael A. Eagleson

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RAILROAD MAGAZINE is published monthly by Popular Publications, Inc. at 205 E. 42nd Street, New York, N.Y. 10017. Henry Steeger, President. John J. McVarish, Treasurer. Second-class postage paid at New York, N.Y., and at additional mailing offices. Magazine is copyright © 1967, by Popular Publications, Inc. Copyright under Universal, International and Pan-American Copyright Conventions. All rights reserved, including the right of reproduction, in whole or in part, in any form. Single copy 50c. Subscription for U.S.A. and its possessions, $5.00 for one year; $6.00 per year in Canada and all other countries. Title registered in the U.S. Patent Office. Address all correspondence to Railroad Magazine, 205 East 42nd Street, New York, N.Y. 10017. When submitting manuscripts, enclose stamped, self-addressed envelope for their return, if found unacceptable. Please query the editor before submitting feature articles. Care will be exercised in the handling of unsolicited manuscripts, but no responsibility is assumed for their return. Printed in U.S.A.

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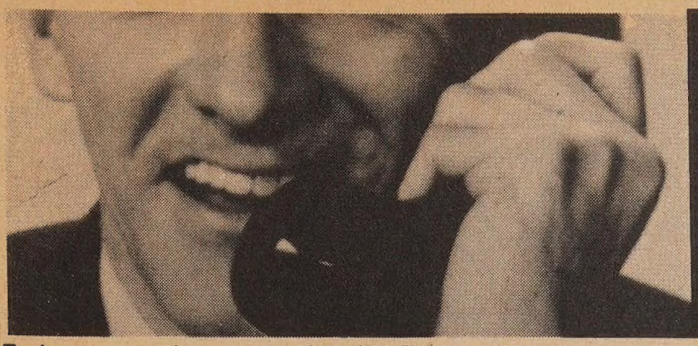

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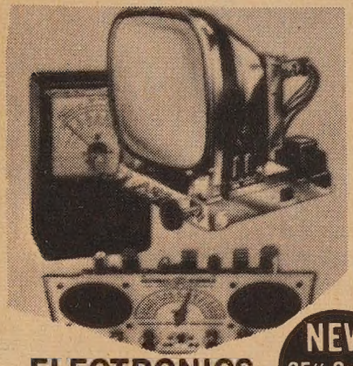

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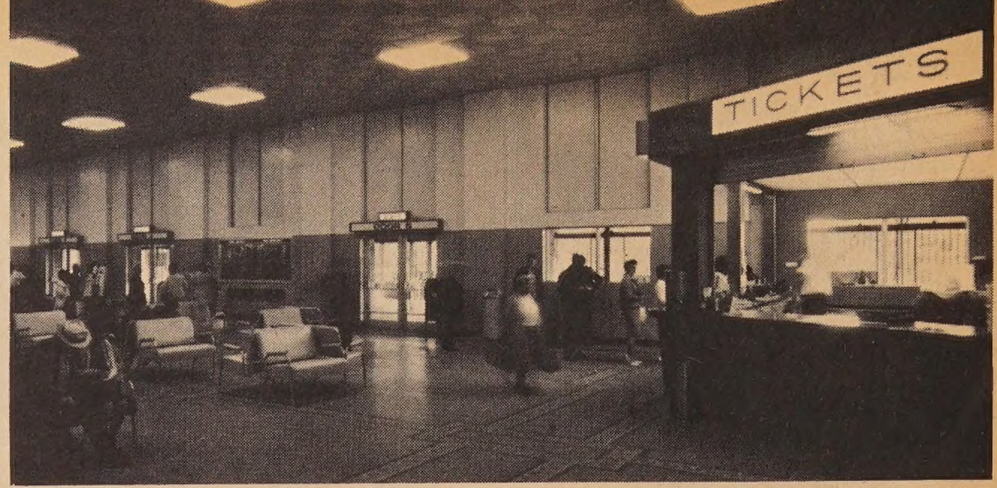
MAIL CAR

where editors and readers meet

BETTY TONE'S third *Railroad Magazine* cover, winter on the Jersey Central long ago, appears on our current issue. Betty is a railfanette living at 55 Vandam St., New York, N.Y. 10013. The original painting belongs to George H. Foster, co-author (with Ron Ziel) of two great railroad books: *Steel Rails to the Sunrise* and, just out, *Steam in the Sixties.* ●

MEET our new assistant editor, Roger Arcara, successor to Constance Card, who left us to join the editorial staff of a Manhattan book publisher. While we miss Connie, we welcome Roger, who is an active railfan, photographer, writer, collector, and contributor to *Railroad Magazine.* Roger has a good general knowledge of railroading, from main lines to interurban and city transit. The old New York, Westchester & Boston is his specialty, and he has to his credit two well-researched paperbound books, *Westchester's Forgotten Railway* and *When the Westchester Was New.* His article "City Island Monorail," appeared in our last month's issue. Also a model railroader and tinplate collector, he belongs to the Electric Railroaders' Association, the New York Railway Society, and the Metropolitan Postcard Collectors' Club, and is currently president of the Bronx County Historical Society. His past experience includes work on the editorial staff of *Railroad Model Craftsman.* ●

Assistant editor Roger Arcara explores N.Y., Westchester & Boston Ry. station, abandoned when line quit 30 years ago.



Northern Pacific and Great Northern jointly use King St. Station, Seattle, Wash.

Northern Pacific Railway photograph

UNION STATION article by Edison H. Thomas (Nov. '67) was "especially interesting" to Henry R. Korman, 2640 Garfield St., Longview, Wash. 98632, who adds: "No doubt about it, a real Union Station is a great convenience to travelers. Seattle has two railroad depots that adjoin: the Union Station and King Street Station. The Union Pacific is the only present tenant of the former—only one train a day, in and out, uses it—but the Northern Pacific and Great Northern have 8 times as many trains at their King Street Station. The wasteful competition makes two elaborate passenger terminals do the work of one."

Says Elliott Kahn, 75-48 183rd St., Flushing, N.Y. 11366: "I got some chuckles out of the Union Station feature. I have often seen the 'shower car' that Thomas mentions. Unless it was set up for business, you wouldn't know from the outside that it was unlike any other baggage car. The Kansas City Southern also used to have a shower car; unlike the T&P's, it was so lettered on the outside. It was unusual, too, in being a completely dependent car, with no batteries nor generator, and had to be activated by an adjoining car or facilities where it is parked. Still another such car, but still in use, is the Southern Railway's power car with complete generator facilities for light and steam heat. The Pennsylvania-Reading Seashore Lines, among other roads, also has one."

Elliott has over 400 buttons from uniforms of 240 different railroads and transit lines, mostly U.S. and Canadian —steam, interurban, trolley, subway, etc.—also 40 buttons from steamship companies, several rail-owned. Among his rarities are items from the Cambria & Indiana, the San Antonio & Aransas Pass, and old Manhattan horsecar lines. Elliott knows of several button collectors aside from those we listed in November, including a woman, Mrs. Lola Trotter of Detroit, with about 1,000 specimens.

"As for the oldest diesel locomotive," he adds, "Sweden had some in service as early as 1913 and I think several other countries had them before any appeared in the U.S.A. Even today, Bush Terminal in Brooklyn, N.Y., is using General Electric 1931 models. Other diesels, vintages of 1935 and '37, are operating in La. Also Michigan, 1930 vintage." (L. K. Pennigroth says National Museum of Transport, Kirwood, Mo., has the world's oldest road freight diesel.) ●

BRIEF ITEMS. While building a new railroad, the Waynesburg Southern, laborers dug up an old Indian burial ground just north of the Pennsylvania-West Virginia line. Then work on the right-of-way was halted while curators sifted out fragments of bone, pottery, and stone tools. Now completed, the line runs 28 miles from Waynesburg, Pa., to Ragtown, W. Va., serving coal mines. It has 114 curves, 16 bridges, and one tunnel, and is operated by the Monongahela Ry., which is owned by the Pennsy, the B&O, and the P&LE, report Henry Korman and Bob Bruhin.

The Missouri-Kansas-Texas Railroad will be reorganized into a holding company, utilizing a substantial tax-loss carry-forward to start a vigorous industrial diversification program, according to its president, John W. Barriger.

Two sons of railroad workers now sit on the U. S. Supreme Court: Chief Justice Earl Warren and Justice Thurgood Marshall. Warren's father, a carman working on the Southern Pacific in 1894, walked out in sympathy with the nation-wide Pullman strike, led by Gene Debs' short-lived American Railway Union, for which he was fired from the SP and blacklisted. Marshall was the first Negro U. S. solicitor general, son of a dining car steward and great-grandson of a slave.

It was like a train robbery of the Old West, the kind you see in movies today. Two armed men recently took $80,000 from the baggage-car safe of a Canadian National train, *The Scotian,* bound from Halifax to Montreal.

"It's amazing the set up you get in the accident investigation field."

GOOD PAY, NEW CAR, EXPENSE ACCOUNT

"I received a good starting salary, a new car, credit cards, expense account and insurance. It's amazing the set up you get in the Accident Investigation field."

Those are the words of a recent Universal Schools' graduate who went to work as a staff investigator for an insurance company. Before stepping into this remarkable field of opportunity, he worked in a factory. He had no experience in Accident Investigation, no college degree.

Yet, he made the jump from plant worker to professional man in a surprisingly short time with the training and help of Universal Schools. There are hundreds of such personal success stories in the files of Universal because . . .

Men Are Urgently Needed

The Accident Investigation field is booming now—everywhere—and getting bigger every day. Here's why: Before this day ends, there will be more than 440,000 accidents and losses of all kinds in all parts of this country and Canada. **And that happens every day!** These accidents must be investigated, reported, settled by trained men. Is it any wonder that more and more men are needed now to handle this tremendous work load?

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Universal Schools provides prompt, effective job placement help in any part of the United States and Canada. More than 1,000 companies have requested and receive our monthly list of graduates. Universal trains and places more men in the Accident Investigation field than any other school. Or, if you would prefer to start your own full or part time business, we will show you exactly how to do it.

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3. **Company Staff Investigator:** As a full time company employee, you typically receive good starting pay, a new car, expenses paid and an insurance program. Pay and benefits are equal to approximately $8,000 a year to start. Salary reviews and chances for advancement are frequent in this fast-moving business.

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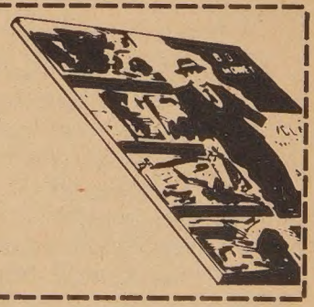
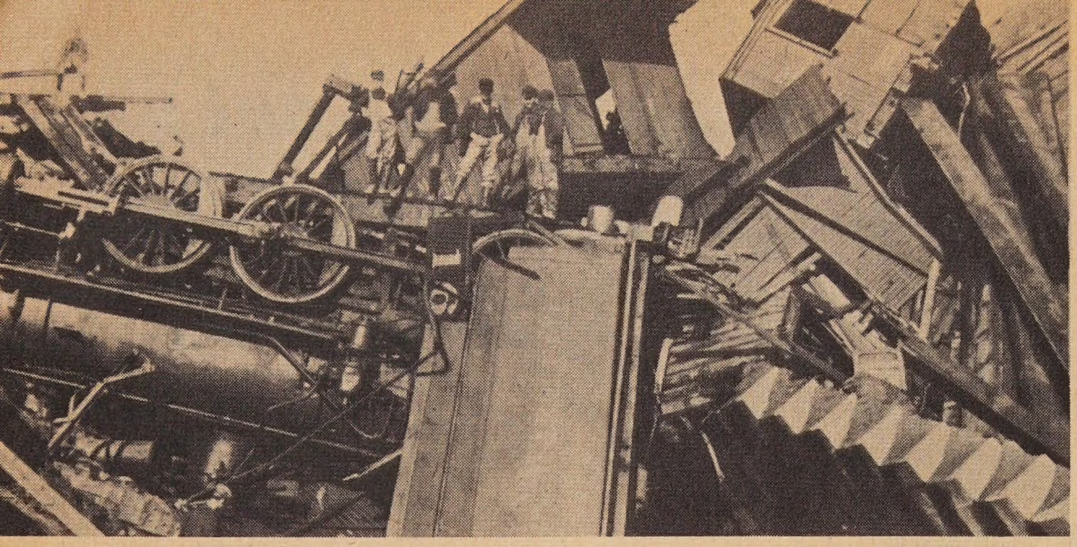
City _____ State _____ Zip Code _____





Pere Marquette wreck, New Richmond, Mich., about 1910 (See item at right.)

Shortly after midnight, while the 17-car train was passing through Boleil (scene of Canada's most disasterous train wreck long ago), the bandits stepped into the baggage section, surprised and tied up the baggage man, and escaped with the loot at St. Lambert, across the St. Lawrence River from Montreal.

Union Pacfic has asked the ICC for authority to build a 12-mile branch to serve future industrial expansion on the east shore of Great Salt Lake. If approved, the line would extend in a southwesterly direction from a new UP industrial tract of 205 acres to the Bear River area, where mineral and chemical production is about to be undertaken on a large scale.

Our Nov. issue had a photo of the only air-conditioned maintenance-of-way car C. T. Steep ever saw. "There are many such outfit cars equipped with water coolers which need only a line to plug them in on," comments C. Hervey Angier, retired Southern Pacific locomotive engineer, 402 Channing Ave., San Antonio, Texas 78210.

Comment on item 7 in Oct. *Information Booth* comes from William D. Combs, 1515 18th Ave. Drive W., Bradenton, Fla. 33505: "Swift started shipping fresh meat in so-called refrigerator cars in a limited way in 1877 because of the high cost and uncertainty of natural ice. Ten years later he built his first big mechanical refrigeration unit in Chicago to make plenty of ice artificially. This enabled him to revolutionize the whole meat-packing industry."

A new "instant" way to clean and lubricate switches, burn trackside weeds, or melt snow is being demonstrated by the Joseph Dixon Crucible Co., Jersey City, N. J., using the Dixon-Solo Mist Blower. This portable machine, powered by a combustion engine, can deliver a blast of lubricant, flame, or paint with a velocity up to 250 mph. It weighs under 27 pounds and can be strapped to a man's back like a knapsack. ●

NINE years ago a survey of railroad passenger business was made for Railway Progress Institute, a trade organization of the rail equipment industry. Even to this day it has not been released for publication but still haunts railroad managements that are trying to get out of the passenger business instead of boosting and improving service to the public. The survey was prepared by Richard A. Rice, Jr., of Transportation Facts, and was tagged "Confidential: Not for Publication." Somehow, *Newsweek* learned that it said, "There's money to be made in carrying passengers and it can be done by cutting fares and cleaning off the cobwebs." The magazine commented:

One can only reach the conclusion that there is a tremendous demand for rail passenger services, a demand that exceeds even the negative forces of aging equipment, booming competition, and pricing policies . . . Railroad operating costs are basically cheaper than those of other forms of transportation . . . Why was the report suppressed, and by whom? It was held up at the behest of some railroads because, as one insider put it: "Nobody rocks the boat in this industry . . . When the railroad people saw the report, they screamed. Since they're all members of a tight fraternity —equipment makers and the roads alike —the report has been tucked away." ●

SUPERSONIC. Our article on "1,800 Miles per Hour" (Nov. issue) drew this comment from Malcolm Patterson (member of R&LHS.) Box 3735, Grand Central Station, New York, N.Y. 10017:

"I see that the Air Force intends to fly SR-71 jets over about 30 major American cities to test public reaction to sonic booms. Is Washington, D. C., included in this list of cities? Perhaps if our esteemed legislators had to listen to such booms they might have second thoughts about approving the supersonic boondoggle. A single transcontinental SST flight could deliver its nerve-shattering boom to 20,000,000 people. Whose vacation trip or business trip is important enough to warrant inflicting such hideous 'living' conditions on the public?" ●

WRECK of Pere Marquette engine 167 at New Richmond, Mich., about 1910, is shown in a photo owned by Robert K. Nason, 6204 Central St., Tampa, Fla. 33604. "I visited the site recently," he writes, "and would say the engine was headed south and probably got out of control going down Richmond Hill, the ruling grade between Detroit and Chicago. The hill starts 13 miles south of Holland, Mich., at East Saugatuck and descends from a plateau on a curving grade to the river, about 4 miles north of Fennville. Why the construction engineers chose that route is a mystery to me. If they had laid out the line several miles west, nearer Lake Michigan, they would have had only rolling dunes on a route following the present X-way I-196, and low banks on either side of the river. Richmond Hill is so steep that, until diesel days, there was a helper siding 1½ miles south of the river and hill. Usually a 1200 class helper loco would follow a northbound freight out on the main, make a coupling at speed, and then drop off while in motion after the train had crested the hill." ●

GEORGE WELWOOD, who worked nearly 55 years for the Canadian Pacific and is now living at 1871 W. 37th Ave., Vancouver, B. C., was born in 1879 at Gas Town, B. C., the son of a lighthouse keeper. Fire destroyed the town in 1885. The new city built there was named for explorer Vancouver.

"Starting my career at Kamloops as an engine wiper, I ended it as a passenger engineer at the same place," he muses, "but in the meantime I worked all over the provinces. In 1890 I went firing, 15 years later I was promoted, and in 1907 I joined the Brotherhood of Locomotive Engineers. I pushed the first freight and doubleheaded the first passenger train through Connaught Tunnel, and when the King and Queen of England visited Canada in 1939 I was on the head end of a Royal Train. At retirement in 1944 I was running between Kamloops and Revelstoke, handling a Hudson type of *The Dominion*, trains 3 and 4." ●

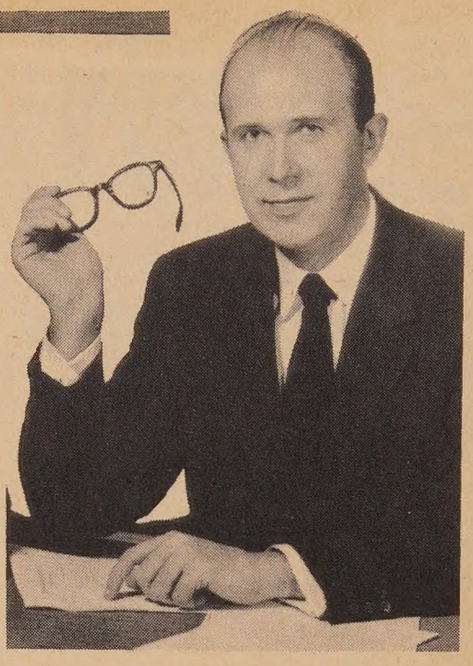
PASSENGER NOTES. The Louisville & Nashville recently sent William Stagg a $3.50 refund on a ticket dated 73 years earlier. Nobody knows who bought the ticket. Stagg found it when an old station was demolished. He wrote the railroad, explained the circumstances, and collected.

Five passengers were slightly hurt in a panic rush for the doors when

How to Speak and Write Like a College Graduate

"It's easy," says Don Bolander...

"and you don't have to go back to school!"



"Do you avoid the use of certain words even though you know perfectly well what they mean? Have you ever been embarrassed in front of friends or the people you work with, because you pronounced a word incorrectly? Are you sometimes unsure of yourself in a conversation with new acquaintances? Do you have difficulty writing a good letter or putting your true thoughts down on paper?

"If so, then you're a victim of *crippled English,*" says Don Bolander, Director of Career Institute. "Crippled English is a handicap suffered by countless numbers of intelligent, adult men and women. Quite often they are held back in their jobs and their social lives because of their English. And yet, for one reason or another, it is impossible for these people to go back to school."

Is there any way, without going back to school, to overcome this handicap? Don Bolander says, "Yes!" With degrees from the University of Chicago and Northwestern University, Bolander is an authority on adult education. During the past eight years he has helped thousands of men and women stop making mistakes in English, increase their vocabularies, improve their writing, and become interesting conversationalists *right in their own homes.*

BOLANDER TELLS HOW IT CAN BE DONE

During a recent interview, Bolander said, "You don't have to go back to school in order to speak and write like a college graduate. You can gain the ability quickly and easily in the privacy of your own home through the Career Institute Method." In his answers to the following questions, Bolander tells how it can be done.

Question *What is so important about my ability to speak and write?*

Answer People judge you by the way you speak and write. Poor English weakens your self-confidence – handicaps you in your dealings with other people. Good English is absolutely necessary for getting ahead in business and social life. You can't express your ideas fully or reveal your true personality without a sure command of good English.

Question *What does a "command of good English" mean?*

Answer A command of good English means you can express yourself clearly and easily without fear of embarrassment or making mistakes. It means you can write well, carry on a good conversation—also read rapidly and remember what you read. Good English can help you throw off self-doubts that may be holding you back.

Question *But wouldn't I have to go back to school to gain a command of good English?*

Answer No, not any more. You can gain the ability to speak and write like a college graduate right in your own home – in only a few minutes each day.

Question *Is this something new?*

Answer Career Institute of Chicago has been helping people for many years. The Career Institute Method quickly shows you how to stop making embarrassing mistakes, enlarge your vocabulary, develop your writing ability, discover the "secrets" of interesting conversation.

Question *Does it really work?*

Answer Yes, beyond question. In my files there are thousands of letters, case histories and testimonials from people who have used the Career Institute Method to achieve amazing success in their business and personal lives.

Question *Who are some of these people?*

Answer Almost anyone you can think of. The Career Institute Method is used by men and women of all ages. Some have attended college, others high school, and others only grade school. The method is used by business men and women, typists and secretaries, teachers, industrial workers, clerks, ministers and public speakers, housewives, sales people, accountants, foremen, writers, foreign-born citizens, government and military personnel, retired people, and many others.

Question *How long will it take me to gain the ability to speak and write like a college graduate, using the Career Institute Method?*

Answer In some cases people take only a few weeks to gain a command of good English. Others take longer. It is up to you to set your own pace. In as little time as 15 minutes a day, you will see quick results.

Question *How can I find out more about the Career Institute Method?*

Answer I will gladly mail you a free 32-page booklet.

MAIL COUPON FOR FREE BOOKLET

To receive a free copy of the 32-page booklet, How to Gain a Command of Good English, *just mail the coupon below. The booklet explains how the Career Institute Method works and how you can gain the ability to speak and write like a college graduate quickly and enjoyably at home. Send coupon, card, or letter today to Career Institute, 555 E. Lange St., Mundelein, Illinois 60060. No salesmen will call.*

DON BOLANDER, Career Institute, **Dept. 345, 555 E. Lange St., Mundelein, Illinois 60060**

Please mail me a free copy of your 32-page booklet.

NAME_____

STREET_____

CITY_____ STATE_____ ZIP CODE_____

If 18 or under, check here for special booklet. ☐

lightning struck the electric locomotive of a Milan-Amsterdam train near Milan, Italy, the other day. Does anyone know of a North American train hit by lightning?

The *Wabash Cannon Ball,* around which a folksong was written, will continue to run for at least another year. The ICC has ruled that the Norfolk & Western, which wants to drop this passenger train, is rich enough to bear the relative small loss at which it operates between St. Louis and Detroit. Commissioner Kenneth Tuggle, who wrote the 44-page report on the *Cannon Ball,* says it is possible to cut the loss. But the ICC let N & W discontinue its *Banner Blue* between St. Louis and Chicago and the Burlington cancel the last two passenger runs between Denver and Dallas.

Max Berger, who retired recently after 49 years with the Pennsy, was given two shares of PRR stock, worth about $125, by New Jersey commuters, who appreciated his service as conductor in their train.

To step up passenger business, the Santa Fe has made permanent its experimental "package" tickets, now sold for all principal Santa Fe trains and including fares, meals and Pullman accommodations or seat and pillow service. The same road is again offering round-trip bargains (Sept. 15th through May 15th), good on all trains every day, with a 30-day return limit.

Although the Southern Pacific seems to be intent on downgrading its long-haul passenger trains and discouraging patronage of them, it does take an interest in commuters. The road has just ordered from Pullman-Standard 15 air-conditioned, double-decked, gallery cars for its San Francisco Peninsula suburban runs. These cars will go into use next summer, replacing older equipment and raising to 46 the road's total number of modern gallery cars. SP moves about 12,000 commuters daily in both directions on 44 trains.

When conductor Robert E. Kelly finished 52 years of railroading the other day, with his final run on the Union Pacific's *City of Los Angeles* from Las Vegas, Nev., to L. A., all 41 passengers in a special coach were his relatives.

Grand Central Terminal, already dwarfed by the giant Pan-Am Building that glorifies a rival form of transportation, may be further obscured by the erection of a 45-story office skyscraper above its great waiting room. The New Central Railroad has invited architects, builders, and real estate men to submit bids. Although the famous old landmark would still be extant, after a fashion, it would cease to be a major point of interest to tourists. New York's other big railroad terminal, Penn Station, was razed not long ago and replaced by a skyscraper. Its rail passenger facilities are now hidden underground. ●

BASIC reason for the railroads' present financial troubles is generally overlooked, according to Uffe Hindhede, Dept. of General Engineering, University of Illinois, Urbana, Ill. This reason is retention of standard-gage track.

"While all other means of transportation have profited by increasing speed and capacity," he writes, "the railroads have stagnated, due to a ridiculously narrow track, preventing application of sound engineering principles to car design. A boxcar, for instance, is 10 feet wide, about 14 feet high, yet runs on a track less than 5 feet wide. Such cars are not safe at speeds of more than 80 miles per hour.

"The Department of General Engineering of the University of Illinois has a design project focused on developing and justifying development of a super train with an 18-foot track width. Such a train would have speeds up to 200 mph, a load capacity 8 times that of present rail cars, and much lower initial as well as lower operating costs.

"Feasibility of such a train is based upon the principle that as a hollow body becomes larger the volume increases much faster than the surface area. The surface area, however is to a large extent proportional to initial cost, so 'bigness' is good business." ●

REVIEW of Ted Wurm's new book, *Narrow Gauge to the Redwoods,* in our Oct. '67 issue, had a special interest for Bill Jenner, 639 W. 32nd St., Los Angeles, Calif., who writes: "That incident about the ferry *San Rafael* was used by Jack London to begin his famous novel, *The Sea Wolf.* What happened to that vessel after sinking was a mystery for years. Drags and divers couldn't find a trace. Then in the winter of 1919-'20, while on watch at the U. S. Naval signal tower on Goat Island as a boy of 17, I saw the old *Matsonia* bring up something on her anchor after divers had been sent down to clear it. Next day the newspapers reported that it was a big chunk of the vanished *San Rafael.* That old ferry had darned near made it to the San Francisco side after all—under water!" ●

INFORMATION is wanted on the whereabouts of any spikes, golden or otherwise, that were used in the "wedding of the rails" at Promontory, Utah, on May 10, 1869. S. Dillon Ripley, secretary of the Smithsonian Institution, Washington, D. C. 20560, seeks such information in connection with plans being made for the 100th anniversary of that event in 1969.

"My great-grandfather, Sidney Dillon, then on the Union Pacific's board of directors," he writes, "was present at the driving of the last spike, along with General Dodge, UP vice president, and Leland Stanford, president of the Central (now Southern) Pacific." He was given one of the 6 presentation spikes prepared for the occasion. I seem to recall it was called the Arizona iron-silver-gold spike. It has been described as 6 inches long, three-quarters of an inch thick, and 1½ inches across the head, weighing 10¼ ounces. On it is engraved:

" 'Ribbed with iron, clad in silver, and crowned with gold, Arizona presents her offering to the enterprise that has banded a continent, dictated a pathway to commerce. Presented by Governor Safford.'

"This spike, last known to have been possessed by my cousin, the late Mrs. Arthur Whitney, Mendenham, N. J., has been lost sight of. In later years she was unable to recall to which historical society or museum it had been donated shortly after her own mother's death in the 1930's." ●

IMAGINARY trains running over a railroad that exists only on magnetic tape are helping the Southern Pacific to answer important operating questions. Under a program called "Train Performance Simulation," the physical characteristics of virtually the entire SP rail network are recorded on magnetic tape which can be fed into a computer.

This data includes grades, curves, and speed restrictions. Also recorded on tape are the relative capabilities of various types of locomotives, and the rolling resistance of cars, both loaded and empty.

"We can run imaginary trains over this exact model of our railroad between any two points with any amount of horsepower and any amount of tonnage," explains A. W. Keith, general supervisor of SP diesel power, one of the principal users of the model. "It helps determine the most efficient hp. per ton ratio for any given part of the railroad. In other words, it tells us how much hp. we need to move a given amount of tonnage at sufficient speeds to maintain on-time performance. It also helps us to experiment with variations of the power-tonnage-speed ratios."

With this computer the Operating Department can get data in hours that would take months, even years, to acquire by actually running trains under various operating conditions. SP is also using the model to help determine the best locations for sidings and to compare the performance of diesels with those of locos powered by overhead electric wires. ●

How to get rich

How can you get rich some day? Make a hit record . . . a killing on the stock market . . . or invent a gadget like the hula hoop?

For most of us, these are just dreams. But have you ever stopped to think that there *is* a way to get rich—possibly only one sure way? Most fortunes, as you know, are made by people who own their own business.

Perhaps you've thought of starting a small business of your own . . . a franchised drive-in, or maybe a service business. Trouble is, you need $10,000 to $15,000 to get started and even then it's a gamble—with slim chance of ever making really big money.

But there is *one* business which could make you rich—almost overnight! And the beauty of it is, you can start on a shoestring during your spare time, even while holding your regular job.

Cash by Mail

The business is Mail Order—and it's fabulous! Come up with a 'hot' new item . . . and WHAM!

It strikes like a bolt of lightning!

Suddenly, you are deluged with cash orders from all over the country . . . MORE MONEY than you could ever make in a lifetime!

Like the Vermont dealer who ran one ad in Sports Afield Magazine. His ad pulled 22,000 orders—over A HALF MILLION DOLLARS IN CASH!

There is no other business where you can make a fortune so quickly!

- A beginner from Newark, N.J. ran his first small ad in House Beautiful—offering an auto clothes rack. Business Week reported that his ad brought in $5,000 in orders. By the end of his first year in Mail Order, he had grossed over $100,000!
- Another beginner—a lawyer from the midwest, sold an idea by mail to fisherman. Specialty Salesman Magazine reveals, "he made $70,000 the first three months!"

Proof

It's a fascinating business! Running ads in newspapers and magazines . . . mailing gift catalogs . . . getting cash orders in your daily mail—steady as clockwork.

There is no other business where you can start on a shoestring and pyramid your profits—*without investing in merchandise!* One husband and wife mail order team took in $40,000 selling one item. They obtained FREE ads in national magazines . . . didn't invest a cent in merchandise, and even got the supplier to ship all orders for them!

These exceptional cases are absolute proof that *you can get rich* in your own Mail Order business. Very rich. Even a U.S. Gov. Report stated: "A number of one-man Mail Order enterprises make up to $50,000!"

Pick up any magazine. Notice how the same mail order ads are repeated . . . month after month? That's concrete proof! You know those ads wouldn't be repeated over and over again—*unless* they were bringing in big cash profits to their owners.

The Secret

The secret of getting rich in Mail Order lies in *financial leverage.* It's a little-known, almost secret method—using other people's capital to make money for you!

You can get thousands of dollars worth of advertising in big national magazines—without investing your own money! And you don't have to write a single ad. Tested and proven ads are prepared for you by experts. Reinvest the profits from your first successful ad—to get more, larger ads, and the profits begin to snowball! It's like building a chain of stores . . . each new store puts more money in *your* pocket.

You mail out beautiful catalogs which offer hundreds of dollars worth of fine, quality gifts—yet you don't invest one

The thrill of receiving money in your mail is one you'll never tire of!

cent of *your* own money in merchandise! Your catalogs are printed with your name and address, so all orders come to you. Everything is "drop-shipped" for you, and there's up to *100% mark-up!* You pocket the cash profits immediately—even before the orders are shipped to your customers!

Repeat orders alone, just from mailing catalogs, could bring you a steady income for the rest of your life!

Yes, Mail Order is the fastest-growing, most profitable business in America! And now, with more people moving to the suburbs . . . the population explosion . . . and the expanding teenage market . . . we are on the verge of the BIGGEST BOOM in Mail Order history!

Now, with the help and backing of Mail Order Associates, Inc., of Montvale, N.J., you can follow the same proven steps to Mail Order success—using the 'secret' of financial leverage!

Start Now

We supply you with beautiful gift catalogs throughout the year. All products are dropshipped for you, with up to 100% mark-up! You get free samples of top-selling mail order items, plus monthly trade reports on 'hot' new products . . . tested, successful ads are sent to you monthly. You get advertising directories, postal laws, complete courses, expert guidance—EVERYTHING you need to practically guarantee YOUR SUCCESS. Why? Because *our* business depends upon *your* success. It's mutually profitable!

A recent feature article in Income Opportunities Magazine stated, "Mail Order Associates Inc., offers the most comprehensive Mail Order program ever offered to beginners." They go on to say, "This could be the opportunity you've been looking for. A chance to get in on the ground floor in a little-known business which we believe is on the verge of a new boom."

Free

We are now accepting a limited number of charter members in our new Mail Order Program. No previous experience is required but you must be over 21.

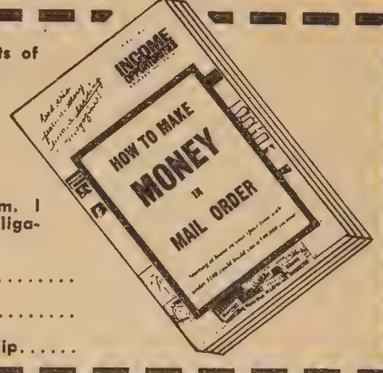
If you are sincerely interested in starting a profitable business of your own . . . if you can see the tremendous advantages which Mail Order offers . . . then ACT NOW!

Mail the coupon today, or simply send your name and address on a postcard. No salesman will call. We will send you a free book—gift catalog, reprints of feature articles, plus complete facts about our program. Write to:

Mail Order Associates, Inc., Dept. 53
Montvale, New Jersey 07645

Rush Coupon for FREE BOOK!

plus reprints of Mail Order articles



Mail Order Associates, Inc., Dept. 53
Montvale, New Jersey 07645

Please rush complete details on your Mail Order Program. I understand everything is free and there is absolutely no obligation. I am over 21.

Name .....

Address .....

City .....State.....Zip.....

HIGH SPEED PASSENGER SERVICE FOR AMERICA

A Growing Reality or a Dying Hope?

Experimental high speed passenger trains start serving the Northeast Corridor next year.

But, don't get your hopes up. It doesn't necessarily mean the U.S. is moving toward the kind of progressive transportation Europe, Canada and Japan enjoy.

The harsh facts are these:
Powerful interests within the rail industry itself oppose this and any other effort to preserve and improve passenger service.

There is a great deal of indifference—even hostility towards rail passenger service among key members of government, including many within the Department of Transportation and the Interstate Commerce Commission.

What can you do against all this to help make modern passenger service a lasting reality? Join the National Association of Railroad Passengers.

We're fighting now in Washington for adequate legal controls over train discontinuances, for fair and equal treatment of railroads in relation to other forms of transportation, and for a national transportation policy that won't neglect rail passenger service.

We're providing a vital centralized voice for users of rail passenger service, and for other alert, concerned citizens who believe it should be preserved and improved.

Join us now!

NATIONAL ASSOCIATION OF RAILROAD PASSENGERS

333 N. Michigan Ave., Chicago, Illinois 60601
Anthony Haswell, Executive Director

I want to join the fight for improved rail passenger service. Enclosed is my check for a one year membership in the Association.
☐ General $1.00 ☐ Regular $5.00
☐ Contributing $10.00 ☐ Sustaining $100.00 (or more)

Name_____

Address_____

City_____ State_____ Zip_____

The National Association of Railroad Passengers is a non-profit Illinois corporation. Financial and corporate records are open for public inspection at the Association's office.

Photographs of the Month

Former Canadian National ten-wheeler No. 1533, now in service on the New Hope & Ivyland tourist-attraction railroad, is pictured nearing the quaint old station at New Hope, Pa., on December 28, 1966,

Both photographs by Michael A. Eagleson, 286 Washington St., Glen Ridge, N.J.

Canadian National 6218, class U-2g, a 4-8-4 type, caught in very obvious action at Lefroy, Ontario, last February 18th as she steamed up a storm on an annual snow trip.

Rio Grande narrow-gage 62-car freight, pulled by 2-8-2 No. 498, at "Phantom Curve" near Colorado-New Mexico border.
Ernest W. Robart, 1919 East Coal Ave., Albuquerque, N.M.

Joseph A. Mannix, 33-18 161st St., Flushing, N.Y.
General Manager Gilbert Foss marks up 3 pm train as late, due to a hotbox, on North Carolina's Graham County Railroad.

New York Central was reducing its famous 4-track "Water-Level Route" to 2 tracks when this photo was taken at Hoffman's, N.Y., in 1962. Track and switch are obviously out of service as CTC equipment is installed on pole.

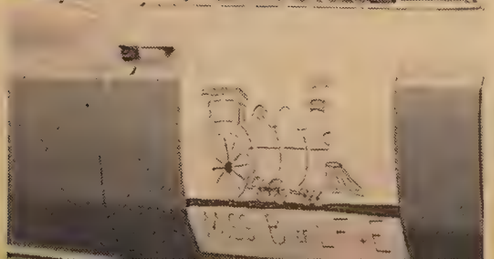
Michael J. Vaiuso, Jr.,
32 Northampton Rd., Amsterdam, N.Y.

U.S. Dept. of Transportation high-speed test train on PRR at Harrison, N.J., last September. Production cars for N.Y.-Washington run will be of different style.

Roger Arcara, 2421 Webb Ave., Bronx, N.Y. 10468

Resembling the UP and IC articulated streamliners of the 1930's, but powered by a gas-turbine, United Aircraft's new TurboTrain has exceeded 140 mph in a test on the New Haven near Providence. Experimental, low-slung articulated cars have pendulum suspension, enabling train to round curves safely at high speed. U.S. Dept. of Transportation is sponsoring trials, intended to cut an hour from present N.Y.-Boston schedules. Canadian National is putting five similar 7-car TurboTrains in new high-speed passenger runs between Montreal and Toronto.

Artist's conception of new MU commuter cars being built by Budd for Long Island RR. for delivery in autumn, 1968. Equipped by General Electric and designed for rapid-transit type service, they will be capable of speeds up to 100 miles per hour. Blind full-width cabs will block the passengers' forward view.



Miss Judy Singleton, 200 Baughman Ave., Danville, Ky., represented Brotherhood of Locomotive Firemen & Enginemen in Danville Labor Day Parade last year.

Pennsy's class FF-2 electric freight pusher locos, purchased from Great Northern, were used for only about a decade. Here, No. 6 prepares to boost a Pittsburgh-N.Y. freight upgrade from Thorndale to Paoli, Pa., in March '59.
Don Wood photo from first all-Pennsy calendar by Audio-Visual Designs.

PENNSY
4771

Loss of Mail Contracts Is Killing Passenger Trains

RELENTLESSLY, the U.S. Post Office Department is extending its policy of hampering rail passenger business. The Department plans to eliminate railway post office cars from 162 passenger trains throughout the nation before the end of 1967. This will mean a loss of revenue to the railroads of more than $17.1 million annually. One result will be the discontinuance of more passenger trains.

Directly affected will be 20 railroads and more than 2,224 postal employes. The workers will be transferred to other postal operations. RPO clerks are paid a higher scale than clerks who do the same job in post offices—and get $16 extra money every day they are on the train.

The Post Office's high-handed slap at rail passenger trains is meeting with much opposition. Spearheading a drive against it is the new and fast-growing National Association of Railroad Passengers, Anthony Haswell, executive director, 333 N. Michigan Ave., Chicago, Ill. 60601. This group sent a telegram to President Lyndon B. Johnson, charging that the removal of mail from the railroads threatens to destroy what remains of the Nation's rail passenger business and urging Mr. Johnson to request the Post Office Department to reinstate recently discontinued RPO until a nation-wide study of rail passenger potential is undertaken.

That telegram deplores the Santa Fe's announced plan to drop most of its passenger service, due to loss of mail contracts. "Our information," Mr. Haswell says, "is that equally sweeping proposals will shortly be made by other railroads for the same reason."

William J. Hartigan, assistant postmaster general in charge of transportation, said the changes were being made to "increase efficiency," but he ignores the efficiency of sorting mail on RPO cars in transit. No such sorting is done on planes or trucks. In reply to charges that the Post Office is killing rail passenger service, Hartigan said it was not his job to save "sick" trains by massive injections of postal money. The Post Office has been paying the railroads 92 cents a mile to rent 60-foot RPO cars.

"What this country needs," writes Robert G. Averill, Woodstock, Vt., "Is a co-ordinated transport policy to include the Post Office Department. Millions, nay billions, must be wasted under current procedures in Government transportation practice to no avail at all except to force people to travel via only two means, the auto and the airplane. And mail jams up in Chicago and other post offices because it now comes in via air and it formerly was sorted en route." ●

Subjects of interest to railfans and robbers, employees and postal patrons, and to stamp collectors for their distinctive cancellations, Railway Post Offices were, until recently, considered the most efficient form of long-distance mail transport. RPO's were built well into the streamlined-train era, as exemplified by the Union Pacific's *City of San Francisco* RPO, built about 3 years ago. Foreman Jim Franks has last look as it begins its last eastbound run from Oakland, Calif., Oct. 11th, '67.

Last RPO's in the West were discontinued Oct. 13th, 1967, as the final Southern Pacific run with an RPO car reached Oakland. (Above) Foreman Leonard Hughey (right) and clerk Oliver Pendleton sort mail for cities and towns along the way.

More familiar to many were the heavyweight RPO's such as this Jersey Central 12-wheeler, which included a baggage section. The Jersey Central lost its mail contracts about a year ago and it has no more Railway Post Office service.

Processing mail en route was chief advantage of RPO, many of which had letter-drop slots on their sides. (Below) crew at work on last eastbound RPO from California, Southern Pacific train 22, San Francisco to Ogden, October 11th, 1967.

California photos by Ted Wurm, 122 Monte Vista, Oakland, Calif. 94611

Down by the Depot

True tale by Gilbert A. Lathrop

WHEN there weren't any pay passengers in the waiting room, George Lindscott wore his blue cap on which the word *Agent* was engraved in nickel plate, cocked at a jaunty angle. George was the telegraph agent and deliverer of U.S. mail in addition to station agent for the little Denver & Rio Grande town.

Late that afternoon, though, he wore no cap. The waiting room was filled and other prospective passengers strung out on the cinder-strewn platform, but none of them would have to fork up money for their tickets. The whole town of Cimarron, Colorado, just about all fifty of them—men, women, and kids—had turned out for the fun. None of us understood the Morse code but all were listening to the clatter of George's brass key, the sound amplified by a Prince Albert tobacco tin stuck above the sounder.

At the post of honor, against the domed wicket separating George from the crowd, stood my father, the late Lew Lathrop, locomotive engineer, alongside his foreman, Bill Quailey. Another Bill, swing brakeman Entricken, who rode all trains over Cerro Summit, was next in line. The railroaders' wives were decked out in their Sunday best with pork-chop sleeves on their shirtwaists and long skirts which nearly brushed the ground. We boys—what few of us there were—had freshly scrubbed faces, slicked-down hair, and clean shirts above knee pants, while the girls wore freshly-ironed gingham dresses.

This Cimarron depot lacked a lot of being a Grand Central or even a medium-sized Union Station. But to us it was just about everything homey and glamorous. Almost all of us turned out each day to watch the two passenger trains come and go. We saw the baldheaded Ed Goff, porter at the Black Canyon Hotel, about 100 feet west of the depot, beat on his steel triangle as he called the hungry passengers to a bountiful and well cooked dinner at 75 cents each. Engine and train men got a cut rate, 35 cents.

Passengers bought copies of *The Denver Post* and *The Rocky Mountain News* from the news butcher on their train and they watched "Pap" Fisher, our remittance man, take over George Lindscott's job of lugging the one or two mail sacks across the river bridge and over to the general mercantile. Pap was British nobility, the black-sheep kind that got banished to the wild American West where they could sin, carouse, and gamble without other bluebloods seeing them. Pap's remittance amounted to $250 a quarter, which made him disgustingly rich in the eyes of the townsfolk.

I remember what a pleasant thrill it was to see Brakeman Fox, who liked to wear a carnation in his coat lapel, come from the dining room cleaning tiny particles of food from his teeth with the gold pick suspended from his watch chain. At the pilot of the coalburning ten-wheeler which had brought them through the Black Canyon of the Gunnison, Fox would extract a pair of slightly soiled white gloves from a hip pocket, pull them on, and then motion the helper engine—usually a little 35-ton Baldwin Consolidation—back to a coupling with the 4-6-0.

By this time Ed Shively, the conductor, wearing a blue uniform with brass buttons, would have registered in and out, picked up his train orders, and returned to the platform to bellow; "A-a-a-board!" And when the passengers were all loaded back on their train we enjoyed the final excitement of seeing the observation car set out.

The car was an institution. It looked somewhat like a flat-bottomed coal car, only painted red enamel, with wooden slat seats and no sheltering roof. You paid 25 cents extra to ride such a car from Gunnison to Cimarron, or vice versa. One of the two observation cars stayed anchored on the short siding in front of the depot every night during the summer. These little cars had some of the aspects of a lovers' lane.

After darkness had settled down upon our mountain village and a million stars were twinkling romantically overhead, "Tuffy" Lindscott, the agent's son, and I would make a point of surreptitiously watching the ardent young firemen escort their girl friends, beanery queens, from the Black Canyon Hotel to the waiting observation cars. I need not mention what went on there in the shadows. Nobody had to tell us kids about the birds and the bees; we learned from practical observation.

OUR old frame depot, with a frontage of about 40 by 25 feet, was painted boxcar red to match the color scheme of the entire D&RG Railroad, both narrow and standard gage, and its back side was built up on pilings and boarded over. The waiting room measured roughly 20 by 12 feet. The waiting room was furnished by a lone wooden bench, divided into some half dozen seats by cast-iron arm-rests and scarred by lovers' initials. A single long and narrow window let in the light. Inside, the depot was finished with a pine ceiling painted canary yellow like the wall that enclosed George's office.

A wagon road crossed the railroad tracks directly west of the depot and led to a hitching rail in the shelter of a grove of century-old cottonwood trees. A couple of miles above Cimarron the country was settled up in ranches, both sheep and cattle. The "up-country" harbored as wild and woolly a gang of cowpunchers as you could find anywhere outside a Western jail house. In fact, our depot was pockmarked with bullet holes from restless cowpokes waiting for their shipment of "red-eye" to arrive on the westbound passenger train from Sapinero, at the east end of the Black Canyon and alcoholically wet. Cimarron itself had been dried up by a local option election a few years before.

Inside the depot, George clicked off his key, looked at my dad, and said: "The dispatcher says it'll be about fifteen minutes before the superintendent can answer us."

After an impatient shuffling of feet

and some subdued coughing, roundhouse foreman Rhodes grumbled, "Ain't no reason why he won't say yes."

True, there was no good reason. Only the next few minutes would tell. The past year the narrow-gage rails from Grand Junction to Montrose, Colo., had been widened to standard size. Montrose was the far side of Cerro Summit, 22 miles west. Despite a wagon road of sorts, the best way of getting to our county seat from Cimarron was by rail.

Tonight the world-famous Sells-Floto Circus was giving a performance, having arrived in Montrose that morning with a standard-gage train of almost fifty cars, all brightly painted. My dad had volunteered to run his engine free, pulling the observation car to Montrose if our division superintendent, "Tige" Ridgeway, would let him borrow the necessary equipment. Bill Quaily, the fireman, and Bill Entriken, the swing brakeman would work without pay. Everybody in town would pile on the observation car for a free ride to Montrose and would return from the big top in the wee small hours.

Only Bert Norton, the night engine watchman, would stay behind to kinda keep an eye on things.

"I don't know of another train between Montrose and Gunnison tonight," George Lindscott said. "So all we'll need is extra running orders."

"I hear you had another run-in with Cripple Jim the other day," Bill Entriken remarked.

A while back, Bill, riding a cut of boxcars up the river track in the dark, had spotted a suspicious-looking black shadow on the rails and had got his cut stopped just in time to avoid cutting "Crippled Jim" into three chunks. Jim had passed out, with a half-filled jug of Sapinero whiskey beside him, using the river track as his bed. The brakeman had managed to drag him out of harm's way; but instead of being appreciative, the drunken fool had chased him up a tree and fired a few shots at him from a .45. The fact that Jim was pickled had probably saved Bill's life that night; and ever since, the shack had little use for alcoholic cowpunchers.

"Yeah," chuckled Lindscott. "Jim had wired for a demijohn. The 3:15 westbound was about an hour late, so the old souse got mean and shot up the depot. I crawled under my table until he cooled off. What we need in this town is some real law."

THE TELEGRAPH instrument started to chatter then, and the operator swung around in his chair and began copying rapidly. He smiled with satisfaction as he finally tore off the top message he'd copied and handed it to Dad. My father acted pretty self-conscious as he cleared his throat to read:

G. Lindscott, agent, Cimarron. As per your request for use of engine 402 and observation car, Black Canyon, this date. Such use hereby authorized provided services of crew donated. Signed, Ridgeway, Superintendent.

Bill Entriken lifted his hat and gave vent to a boisterous "Whoopee!" Dad looked pretty important with his red mustache, curled and waxed on the ends, as he said: "We'll go get the engine. You line us into the observation car and we'll be off to Montrose to see the circus."

Lindscott nodded. "I'll have your orders to run extra, Cimarron to Montrose by the time you get back here with the engine," he called after Dad and Bill Quailey.

It didn't take the agent long to copy the green 19-form orders. He tore them off, clipped two copies to the register, and filed the third. After that he carefully put his small cabinet of tickets in the big steel safe, which was bolted to the plank floor of the depot. Then he closed the door and twirled the dial to make sure he'd locked it. There was no fire that day in the cast-iron stove, which glowed cherry-red during the winter.

Back in a corner under the old table holding the telegraph instruments stood the several glass jars of zinc immersed in blue vitriol and water which comprised the electric power to operate the telegraph lines.

Another corner held a small washtub, half filled with grimy water, to which was attached a hand-powered wringer. This sat close to the shelf on which was the big book, thick with yellow tissues. Waybills were transferred to those tissues by the simple expedient of each one being placed face down over a tissue. A wet canvas was wrung through the wringer and laid on the waybill. Then the book was closed and placed on a cast-iron paper-press to be left overnight.

I rather liked the railroadish aroma of our Cimmaron depot, heavily flavored as it was with coal oil, dust, and stale tobacco smoke. It probably smelled exactly like all the other sta-

tions at way stops along the railroad.

But getting back to my story: the crowd were straggling across the station platform to board the observation car. A couple of new waitresses, both with curves in the right places—and what curves!—had just arrived to work in the Black Canyon Hotel. They now came hurrying from their lodging house to be helped aboard the car by a couple of young firemen, who no doubt were secretly aiming to "make" them, if possible, in the near future. Tuffy Lindscott and I eyed the proceedings with more than mild interest.

The willow patch below the hotel was in bloom and its sweet perfume wafted up to us, mixed with the musty, granite odor of the Black Canyon. George Lindscott came outside and closed the big sliding door to the warehouse that stood on the west end of the depot. His four-wheeled express cart was safely shoved inside.

Comfortably seated in the observation car, I looked across at the several railroad buildings which flanked our depot. The latter dominated them like a county courthouse that towers above its surroundings. Our section foreman, his family, and two of his men joined the throng. One man carried a spike maul, a crowbar, and a track wrench. By this time Dad had backed his engine down the main line, halted at the double-spouted water tank, and was filling his tender. One spout hung over the main while the opposite one extended above the River track.

As we headed into the late afternoon

sun I watched the red buildings blend into the brilliant green of cottonwood and willow. I did not know what the future held in store for me but I did have dreams that some day I'd be registering into and out of Cimarron as a main-line conductor, using that same depot with possessive familiarity . . .

NOW AND THEN, when we caught our parents in a receptive mood, Tuffy was allowed to visit our home and sleep with me. And on other occasions I'd go to the home that the railroad company provided for his family and I'd spend the night with him.

So that's how I happened to have a ringside seat at the shooting of Shorty. And that is how the Cimmaron station became, for a short time, our local undertaking establishment. In fact, over the years, that depot was used for just about everything except church services —and those were barred only because the hymn-singing and the hallelujas bothered the telegraph operator when he was trying to copy train orders or was engaged in other railroad business. So religious meetings usually were held in the shade of the friendly cottonwoods during spring and summer but were omitted in other seasons.

This fellow Shorty had come to Cimarron as a sheepherder, but was fired after he'd worked only a few days. Thereafter he began hanging around town as a bum. Shorty was soon found to be a kleptomaniac. The owner of the general store kicked him out the second time he was caught stealing—that time a foot-long string of hot, red, dried peppers.

Late that fall Shorty landed a job on the section and went to Cerro Summit to clean the snow out of switches and shovel paths alongside the track for the trainmen. Nobody in his right mind would voluntarily take a job on the section at Cerro Summit, where the only companionship was howling coyotes, squawling bobcats, and mountain lions, and there was a steady downfall of snow. But this winter he had company. A tall, rawboned Arkansas fellow also was hired for the section. That night I was sleeping at Tuffy's house. Outside, the temperature had dropped to about 35 degrees below zero. At 9 p.m. the engine watchman came kicking at the Lindscott door, and when George opened it he said, "They want you over to the depot right away."

"Snowslides in the canyon?" the station agent inquired.

"Naw. That Mexican runt, Shorty, got himself killed somewhere above town tonight."

Almost breathless with excitement, Tuffy and I were right on George's heels as he let himself into the empty depot. Before he got a fire built in the stove, half a dozen townsmen, including the lanky Arkansas guy who'd polished off Shorty, filed into the depot.

"What are ya gonna do, George?" asked Rhodes, the roundhouse foreman.

"Send a message to the coroner in Montrose. Where's the body?"

"'Bout half a mile above town, George, it's got the track blocked so no train can get past 'till it's moved."

"Well, it can't be moved until the coroner gets here." said the agent, "which will be on the eastbound passenger tomorrow afternoon."

Rhodes shrugged. "Won't do no harm to leave it lay there," he said. "Them fellers are so full of red and chile peppers that no wild animals will bother 'em."

While George was sending a message to the coroner at Montrose, the roundhouse foreman related what had happened. Shorty and the man from Arkansas had started to walk to Cerro Summit earlier that evening. Shorty had picked up a .38 calibre six-gun while his fellow worker had borrowed a ten-gage shotgun to knock off a few cottontail rabbits for their larder. A short distance above town, Shorty went off his rocker. Aiming his six-gun, he told his partner, "I'm gonna shoot you so my cousin can have your job on the section." Only the fact that he was a notoriously poor shot saved the other's life. But when Shorty moved nearer to him, the gent from Arkansas turned and sent a single charge of shot into Shorty at close range. That finished the kleptomaniac for all time.

Before the eastbound arrived at the scene with the coroner, the Cimarron section men had shoved a push-car up the track. The coroner gave his permission to move the now frozen corpse off the track and it was dumped on the push-car, hauled back to town, loaded on the express truck, and wheeled into the store-room. There it would remain, still frozen, until the following day, when the westbound train would carry it to Montrose for burial.

Meanwhile, Ben Riddle, our local carpenter, came down to the depot with some boards and built a coffin for Shorty's sprawled form. The coroner had told us that no inquest was necessary, since the shooting had been a clear case of self-defense . . .

THE FOLLOWING SPRING our depot became a bridal chapel. One of the cowboys from up-country and a beanery queen from the Black Canyon Hotel were married by the justice of the peace who had come over from Montrose especially for the ceremony. Tuffy and I gathered a bunch of Indian pinks, grandpaw pipes, primroses, and mariposa lillies to decorate the depot for the happy occasion. Bert Norton played the Wedding March fairly creditably on his mouth organ, and the gang threw a dilly of a shivaree for the newlyweds that night.

Until the abandonment of the Denver & Rio Grande Western narrow-gage line in that area in 1956, the old Cimarron station retained its rather shabby dignity as the heart of the mountain community.

But with the unhappy end of passenger service and the tearing up of rails, the local railroad buildings were sold or given away. Our beloved depot was finally torn down and hauled upcountry.

I have no desire to see that reconstructed building today. My most cherished recollection of the depot is the way it looked many long years ago when the whole town went to see the Sells-Floto Circus. I will always remember the tightrope walkers, the clowns, the freaks, the great lumbering elephants, the lion and tiger act, and the shapely gals who rode white horses barebacked in a magical glare of spotlights under the big top. The railroad took us there from the old Cimarron depot and the railroad brought us back to our home town.

Perhaps the former station building is now part of a cow barn, reeking with the stench of dung, or maybe it has become the living quarters for a ranch family. Whatever it is now does not interest me.

While I am writing, a mile and a half east of Cimarron a new Federal project known as Morrow Point Dam is being built. When it is completed late in 1967, this massive concrete structure, 465 feet high, will inundate all traces of the slim-tracked railroad which for more than half a century served the entire western slope of Colorado.

And after that—well, only memories will remain of that part of Cimarron which was down by the depot.

Interesting Railfans No. 61

Miss Alice A. Ramsdell

by Freeman Hubbard

Illustrated with photos by William Prendergast, 308 Lighthouse Rd., New Haven, Conn.

BORN on a 70-acre farm at West Thompson, Conn., and still living there, Miss Alice A. Ramsdell has a railroad heritage dating back to her great-grandfather, the Rev. Hezekiah S. Ramsdell, a circuit-riding preacher and dentist. She tells us of the time Hezekiah drove his buggy from that same farm 25 miles to Worcester, Mass., to see a puffing eight-wheeler pull the first train into Worcester on a railroad that is now part of the New York Central system.

Last of the direct line of rugged, independent, and stubborn Ramsdells, Alice owns the old farm and runs it herself, with summertime help from a nephew, Dale King. She drives and repairs her own tractor. Among her ancient vehicles are a model T Ford, vintage of 1912, now kept in the barn; a sleigh, and hard-worn farm wagons. The lady is quite versatile. She cuts timber with a chain saw, makes all her own cheese, bread, butter, vinegar, and candles. She shingles her roof. She milks her cows, gathers eggs from her hens, does her own cooking, and sheers her flock of sheep—one year there were 59.

She also slaughters her beef and pigs with a .22 rifle and dresses the meat. One day when a reporter was interviewing her, Alice saw a large fox from a nearby woods slinking around the chicken coop and she drilled it as neatly as if she were a modern Annie Oakley.

Besides, she is a justice of the peace, like our own Steve Maguire, and has married over 25 couples. Alice herself is single. At times she gives public lectures on railroads, fireplaces, cheese-making, and coin silver spoons.

In addition, Alice superintends the Woodstock Fair's flowers, dresses as Santa Claus for the Christmas shopping season in a Putnam store, and collects quaint old bottles. She goes to church every Sunday, sometimes taking a pet lamb with her, and the rest of the time the little creature has the run of the big farmhouse.

That house, built in the early 1700's, is less than a ten-minute ride from the Rhode Island state line. Filling it are rare antiques that served her family's everyday life. "There ain't anything on this place that ain't old," her father, Frank B. Ramsdell, once said, and it's still true. Being a conservative family, the Ramsdells have destroyed or thrown away very little. Their historically valuable records and numerous antique items are still intact.

As a boy Frank worked for the Providence & Worcester Railroad after school and on Saturday mornings for nearly seven years. Frustrated in his desire to become a locomotive engineer, he bought old No. 6, a two-foot-gage steam engine, an 18-ton Forney type, built in 1892 at Portland, Maine, and veteran of the Kennebec Central, the Wiscasset, Waterville & Farmington, and the Sandy River Line. He had her

Every room in the historic Ramsdell farmhouse, Route 1, North Grosvenordale, Conn., is adorned with photographs of engines and trains. Most of them were made by the late Frank B. Ramsdell, others by his daughter Alice (shown here).

shipped to his farm on a flatcar. When she arrived, he tore down some stone walls to get her into the pasture. She is now stored in a shed behind the house.

Frank also acquired a flatcar and two narrow-gage boxcars. These, too, are still kept on the property. Over the years he shot thousands of views of engines and trains and did his own developing and printing. Alice usually went along on his picture-making jaunts, and has since added much to the Ramsdell collection, which now numbers over 6,000.

Says Amos G. Hewitt, a New Haven railfan: "Her father also had a very fine collection of old railroad books and histories of many lines in Connecticut and Rhode Island, as well as pictures of ships that sailed on Long Island Sound from Fall River, Providence, Stonington, Norwich, and New London. As a child, she rode in his buggy all around the country near their home while he either peddled farm produce, assessed property, or surveyed the land. I don't think he ever missed seeing a train in the area of Putnam, where the NY&NE crossed the Norwich & Worcester line."

Frank Ramsdell died in 1954 and is buried in West Thompson cemetery. Carved on his tombstone is the bas relief of a Norwich & Worcester 4-4-0 engine No. 10. We do not know of any similar stone except those erected over the graves of oldtime locomotive engineers.

Shortly before his death, Alice's father, being a railfan, spent 36 hours on the Rutland Railroad taking 70 photos, all good ones. Many large prints and fine railroad etchings, neatly framed, adorn the walls of the front hall and long stairway and, indeed, every room, both upstairs and down, of the pre-Revolutionary War dwelling. Other pictures are preserved in albums or tied up in bundles that are stored on shelves.

One of Alice's treasures is the locomotive bell sold to her by the New Haven Railroad when it discontinued the use of steam power. This bell is displayed on her front porch. Not long ago, while she was away from home, some politicians borrowed it for use in a Democratic rally. When she came back and learned what had happened, she promptly went down to the rally and she told the man in charge of it that her bell was Republican and wasn't going to ring at any Democratic function. Needless to add, says George F. Foster of Brooklyn, N.Y., who told us the story, it was quickly returned. We can easily understand that the railroadiana as well as the oldstyle furniture, bric a brac, kitchen ware, and farm implements attract numerous people to Alice's home.

"Railroad hobbyists visit me," she

Alice's pre-Revolutionary War home is a living museum of railroadiana, rare antique furniture, etc., that she refuses to sell.

Winter scene: one of the two narrow-gage boxcars in Alice Ramsdell's collection.

says, "to buy, beg, or borrow them. Some are so persistent that I thought I'd have to reach for my double-barreled shotgun to get them away. Not a week goes by but that somebody doesn't want to buy the engine, but she's not for sale."

The same applies to all the other Ramsdell artifacts. Incidentally, one of the fans who sought to buy old No. 6 was the late F. Nelson Blount. During World War II, according to Amos Hewitt, a Federal Government man went to her home and tried to get her to turn in the engine for use as scrap metal. She refused in strong terms and ordered him off the property.

As a rule, though, she welcomes visitors. They sign a register book which she keeps in the replica of a small railroad depot that stands beside her engine shed. This book lists the names and addresses of hundreds of callers, some from distant parts of the United States, Canada, Europe, and even Asia. Her address is Route 1, North Grosvenordale, Connecticut 06255.

"The old house is filled with something for everyone, railfans and lovers of the antique," George Foster informs us. "With Alice's boundless hospitality, visitors soon feel at home. For example, when my wife and I called on her, she learned that we had skipped a dinner en route. Disappearing into the kitchen, she soon returned with a tasty meal of corned beef, boiled potatoes, and home-made cake."

"Many people love railroads or anything connected with them," she says, "and when they hear of my place, though it's off the main road, they take time to look me up."

Turning to the past, she recalls: "When I was a girl there wasn't a walnut, apple, or pear tree too tall for me to climb for nuts or fruit; and I cannot remember a time when I didn't have a toy locomotive to play with. One of them cost Pa five dollars. I still have it.

"Pa liked to talk with train crews at the Putnam station. I went along with him and listened but was too shy to join in the conversation. One cold morning three girls, including me, missed the 8 o'clock trolley that would have taken us to high school. We went back to the railroad depot to keep warm until the 9 o'clock trolley was due. Everett Lovejoy, the agent-operator, stopped the local train for orders and put us aboard the cab of engine 287. I sat on the fireman's seat. What a thrill it was! I pulled the bell-rope for every crossing and once I was allowed to blow the whistle.

"All my life I have been fond of trains. I read both *Railroad* and *Trains* magazines, like them both, and save all my back numbers. I have two tape recorders, one portable, the other run by electricity, and use them to record train sounds. The other day, after a wreck at East Greenwich, R.I., all passenger trains were rerouted via Putnam over the old NY&NE line. I made sound recordings of them going up the grade while my nephew took color movies with my 16mm camera."

How did she go about photographing trains? Well, she organized excursions. For example, in 1952 she helped to film the last run of New Haven engines 1393 and 1372 from Boston to Willimantic, Conn. Many of her friends assembled to make still and movie shots and sound recordings. She stationed them at strategic points along the route. She herself stood at the Putnam Poor Farm crossing, sent word to the engineers, and waited patiently.

"Word got through," she says, "and when one of the engines showed up, the engineer let black smoke roll, and then steam. It made a mighty pretty picture."

Two years later she was on hand to see the steamship *Ticonderoga* take her last cruise on Lake Champlain. She has 90 feet of film covering the steamer from the lake to her present home, a museum at Shelburne, Vermont.

Outdoor activities and good farm food keep her healthy, and she can work hard alongside men and women 20 years younger. Aside from railroad and farm interests, she gives much time to church and civic affairs. She also enjoys ball games and religious camp meetings. As an amateur veterinarian specializing in sheep and cattle, she helps neighbors who have sick animals, and she is a seventh-degree Grange member.

Mrs. Florence M. Washburn, wife of a retired Worcester clergyman, writes: "Alice is everyone's friend. When trouble strikes, the first impulse seems to be, 'Call Alice.' She has taken many a person to the doctor, settled serious disputes between husbands and wives, and supplied such information as to where a family cemetery lot was located."

Having taken a course in motor mechanics, she can make most of her own repairs on the vehicles she operates. "When I call a garage," she says, "they know the trouble is serious. Sometimes they tell me how to fix it myself."

Our subject is 5½ feet tall, weighs about 150 pounds. She never smokes. Doesn't drink coffee, tea, beer, whisky, cokes, or even milk. Her favorite beverage is spring water, plenty of it. Jerome J. Ryscavage, superintendent of schools for Thompson, Conn., tells us that she is an authority on the history of the community and never misses an alumni banquet, class day program, or graduation exercises of Tourtellotte Memorial High School, from which she graduated in 1927.

Her large collection of historic engine and train photos, combined with her natural story-telling ability, have made Alice Ramsdell a popular lecturer, and she addresses various groups of railroad enthusiasts. She doesn't belong to any of these groups but she attends Ladies' Night meetings and outings of the Providence Railroad Club.

Some months ago, the old Ramsdell farmhouse, a living museum, was condemned by U.S. Army Engineers as part of a 2,234 acre site for a flood control project. But her place is five feet above the reservoir crest line, Alice maintains; and so, proud and defiant, she is fighting to retain her home. If, however the Government should eventually disposses her, the gallant lady will re-establish her museum of railroadiana and other antiques elsewhere on her farmland. ●

Information Booth

ASK BARBARA: **Railroad questions are answered here by our research expert—as many as space permits. Top priority is given to subjects of general interest. Address Miss Barbara Kreimer, *Railroad Magazine*, 205 East 42nd Street, New York, N. Y. 10017. No replies are sent by mail.**

1 ***According to statistical data in Modern Railroads, the Toledo, Peoria & Western took in exactly $7 as pasenger revenue for the first quarter of 1967. How come?***

When the late George P. McNear acquired the TP&W in 1927, the line permanently ended passenger service, but it still hauls freight. On rare occasions it sells tickets for passengers to ride in cabooses, which explains the $7.

2 ***Does any publication deal specifically with circus trains?***

"Not that we know of," says C. P. Fox, director, Circus World Museum, Baraboo, Wis., "but you can get facts on this subject from circus magazines. Write to Walter Hohenadel, editor of *White Tops*, Rochelle, Ill. 61685; Fred Pfeming, editor of *The Bandwagon*, 1075 W. 5th Ave., Columbus, Ohio 43200, and Walter G. Heist, Jr., editor of *The Little Circus Wagon*, 308 S. 31st Street, Penbrook, Harrisburg, Pa. 17109."

3 ***List the 15 top U.S. railroads, based on operating revenue.***

The Pennsylvania heads the list, with $1,094 million in operating revenue for 1966 and $90 million net income. Following are (2) Southern Pacific, $1,041 million, $102 million; (3) Chesapeake & Ohio, $828 million, $66 million; (4) New York Central, $818 million, $66 million; (5) Santa Fe, $767 million, $93 million; (6) Union Pacific, $617 million, $110 million; (7) Norfolk & Western, $614 million, $98 million; (8) Southern, $474 million, $39 million; (9) Missouri Pacific, $441 million, $27 million; (10) Seaboard Coastline, $404 million, $38 million; (11) Burlington, $347 million, $25 million; (12) Chicago & North Western, $316 million, $26 million (13) Illinois Central Industries, $296 million, $24 million; (14) Louisville & Nashville, $292 million, $29 million; (15) Great Northern, $288 million, $37 million.

Note that UP net income is the largest of all, while Santa Fe and N&W net incomes also exceed the Pennsy's. Fifty years ago, figures for the top 15 were: (1) Pennsy, $334 million, $44 million; (2) NYC, $216 million, $26 million; (3) SP (at that time controlled by UP), $194 million, $49 million; (4) Santa Fe, $166 million, $38 million; (5) Baltimore & Ohio, $134 million, $8 million; (6) UP, $130 million, $41 million; (7) Burlington, $122 million, $29 million; (8) Chicago, Milwaukee & St. Paul, $114 million, $5 million; (9) C&NW, $108 million, $17 million; (10) Southern, $90 million, $14 million, (11) GN, $89 million, $23 million; (12) Northern Pacific, $88 million, $30 million; (13) Illinois Central (then controled by UP), $88 million, $15 million; (14) New Haven, $86 million, $2 million; Rock Island, $86 million, $8 million.

On the 1917 list, only the SP's net income exceeds the Pennsy's. Only 16 of the top 25 transportation companies in the latests list are railroads. *Forbes* magazine comments:

It's common to think that the railroad industry has sunk into corporate obscurity. The facts show otherwise. Of the 25 top transportaton companies in terms of operating revenues, 16 are still railroads, 7 are airlines, one is a trucker, and one is a conglomerate whose main business is operating buses (Greyhound).

In terms of net profit, too, the railroads are still predominant in the transportation picture. The 5 top transportation moneymakers all are railroads UP, SP, N&W, Santa Fe, and PRR—in that order. The Pan American World Airways, most profitable of the airlines, ranks only sixth in the over-all list of transportation companies.

Of the $14 billion in operating revenues garnered by the top 25 companies of transportation last year, the railroads accounted for 64%, airlines 30%, and the two highway transportation companies only about 6%.

True, railroads are no longer the blue chips of the investment world. True, they have all but lost out to automobiles and airplanes in the transportation of people. But, as the profit and revenue figures show, the railroad industry is still the backbone of the nation's long-haul freight transportation system.

4 ***How many railroad employees are there in the United States?***

About 631,000, only one-third the all-time peak of 1923.

5 ***Where can I see and photograph Davenport steam locos?***

You'll find No. 1, a 24"-gage four-wheeler, on display east of the station at Prince George, B. C., Canada, and a standard-gage 0-4-4T at Opelousas, La., courthouse.

6 ***The other day I saw Clinchfield steam loco No. 1 standing idle in the Clinchfield yards at Erwin, Tenn. I made inquiries but nobody seemed to know why she was there. Could you tell me?***

Yes. The Clinchfield Railroad sold her several months ago to the Town of Erwin, which wants to place her on permanent display in honor of Clinchfield employes. She is being held on railroad property until town officials agree on a site for the memorial.

7 ***Where can I buy old retired railroad cars?***

Contact the Property Department of any railroad, preferably not too far from your home.

8 ***How hot does the interior of a steam locomotive firebox become under normal working conditions?***

This is subject to wide variation, depending on such factors as type of fuel used, grate area, efficiency of draft, etc. These parts were built to withstand temperatures of about 3,000 degrees F. in most modern designs.

9 ***How are diesel locomotive horns powered? Who makes them? Where can I buy a used one?***

Nearly all are air horns. There are several different types, made by companies such as Nathan Mfg. 416 E. 106th St., New York, N.Y., and Leslie Co., 231 Grant Ave., Lyndhurst, N.J.

To obtain a used one, try the Property Department or the the Public Relations Office of some major railroad which is scrapping diesels, or send an item to our *Switch List.*

10 ***What can you tell me about the Lake Erie, Franklin & Clarion Railroad?***

This shortline operates 15 miles of route between Summerville and Clarion, Pa., with offices at the latter. Freight service only is offered, with the connections to the New York Central at Sutton, Pa., and to the Pennsy at Summerville. The line has 3 diesels and a maximum grade of 3.4 percent.

11 ***Did any U.S. railroad other than the Chicago & North Western regularly operate on the left side?***

One that we know of, the New York & Harlem, is the New York Central's Harlem Division. Although Commodore Vanderbilt sold securities in the British market to finance his acquisition of the NY&H, it is doubtful that this influenced the mode of operation, as did the platform assignments and switching arrangements at the old Grand Central Station in New York, which was opened in 1871 and served the Central's main line (Hudson Division) and the New Haven Railroad as well. Left-side operation on the Harlem Division was changed to normal practice when the present Grand Central Terminal superseded the old depot in 1913. Minnesota Transfer Ry. in Twin Cities operates on the left side.

12 ***What were the dimensions of the wooden elevated cars used by the Interborough and the Brooklyn lines in New York?***

Several types of "el" cars varied slightly in dimensions, the most common in later years being: length over coupler, 48′; width, 8′9″; height, about 12½′ from top of rails. One is on view at the Branford Museum.

13 ***Where can I find the words to an old poem entitled "The Corn-Fed Mules and the Book of Rules"?***

Right here, author unknown to us.

Young Red Smith was an honest lad,
Who lived on the farm with mother and dad.
He got an idea into his head,
That he could earn his daily bread,
In an easier way than from early morn,
'Till after sundown plowing corn.

The Frisco trains passed every day,
Where Red plowed near the right-of-way.
He saw the smoke cloud the summer skies,
He saw the hoghead looking wise.
He saw the tallow with bended back,
Keeping her hot with a tank of slack.

Then the hack would pass with the con inside,
Who looked as if he done nothing but ride.
But the choicest job of them all yet,
Was the brakie on top with a cigarette.
When Red turned back to his mules once more,
The sun felt hot and his feet felt sore.

So he made up his mind that the job he would get,
Was the brakie's on top with the cigarette.
He saw by an ad in the Hick's Burg Mail,
That you could learn from a book to be a rail.
So he bought a copy of standard rules,
And taught the signals to his mules.

His bridles and lines he threw away,
And signaled by bell as he plowed all day.
Two bells would start the brutes like a curse,
Three bells when sounded and they would reverse.
Four bells was the signal to reduce speed,
And two was the only stop signal they would heed.

At last when the boy had the signals down fine,
He beat it out for a job on the line.
The old man said to his wife next day:
"I believe that kid has run away.
If he has I hope he comes to no harm,
But he never had sense enough to farm.
But I think in time he might learn to run trains,
For he was always shy on brains.
So I will finish the plowing today
And tomorrow I will start in making hay."

When the old man started to hitch Red's mules,
He never had read the book of rules.
Where Red hid the lines, he never could tell,
So he had to put up with the rope and bell.
So he hitched them up, got on the seat,
Took hold of the rope and braced his feet,
He pulled on the rope and they started to go
But he thought their gait was a little too slow.

To his number of yanks he gave no heed
And the mules took the signal to increase their speed.
So when without knowing he had given five rings,
The mules began to scatter things.
They circled around through the corn and hay
Stopping at nothing that got in their way.

As he neared the house he called to his wife,
"Go flag a train to save my life.
Just ask the con for his book of rules,
To find out how to stop these mules."
She flagged a train—it stopped right smart.
The con she found was a good old sport.
"Madame," said he, "if that team of mules
Is pulling that plow under standard rules,
Just tell your husband what he should do,
To stop them is to ring but two."
So she told the old man that two were enough,
He hollered back. "Take no such stuff.
What, two to start and the same to stop?
That con must sure have taken a drop."

Joseph A. Mannix, 33-18 161st St., Flushing, N.Y.

Clinchfield RR. 4-6-0 No. 1, built at PRR Logansport, Ind., shops in 1882, was No. 1 of Black Mountain Ry. (Burnsville, N.C.). Sold to Town of Erwin, Tenn., she sits in yard awaiting selection of display site. (See item 6, facing page.)

Nation's Last Rail Commuter Ferry Steams into Oblivion

Last of the many passenger ferry routes across the Hudson River, and the final railroad commuter ferry in the U.S., the famous Hoboken Ferry is to be abandoned soon, if not already gone as you read this. Dating from the 18th Century, and powered by steam since August, 1819, four of the five remaining boats were still coal-fired; one was converted to diesel in 1935. Owned by the Hoboken Ferry Corp., a subsidiary of the Erie-Lackawanna, the service has been operated as the New York connection for the E-L passenger trains terminating at the water's edge on the New Jersey side. Thus passes another link with the Age of Steam. A new stairway to the Hudson tube trains below the Hoboken terminal is the only mitigation. *(Above)* The *Elmira* emerges from Barclay St. slip on the New York side. (Below) The *Scranton* lands a crowd of commuters at Hoboken, with lower Manhattan skyline in the background.

Both photos by Gerald Newman, 41 East 31st St., Brooklyn, N.Y. 11226

So the mules kept going upon the dead run,
While the neighbors all gathered to see the fun.
For sixteen hours they done their best,
Then tied up ten hours rest.

When at last the law had got them stopped,
The old man said as his brow he mopped,
"There will be no more of my good mules,
That will be instructed on the book of rules."

Red got the job he so highly prized
And the dream of his life was realized.
He first joined hands with the B. of R. T.
And a few years later with the O. R. C.
And as Father Time turned over the leaves,
He got gold stripes on his uniform sleeves.
And he smiles as he pulls the bell-cord now,
When he thinks of the time he signaled the plow.

Running Extra

Commenting on item 6, Oct. '67, the determination of horsepower in a domestic diesel locomotive, R. F. Corley, 490 Albertus Ave., Peterborough, Ont., Canada, writes: "Horsepower is the input to the main generator for traction—i.e., the net hp output of the diesel engine after all auxiliary loads have been deducted. The shaft hp at the traction motors—not used as a basis for locomotive rating—is naturally less by the efficiency rating of the generator and motor, while hp at the rail is again somewhat less by the efficiency rating of mechanical transmission conversion.

"In *export* models, however, the hp rating, by international acceptance, is the gross engine hp and hence is a higher figure (for the same loco) than that which would be quoted in our domestic terminology. Often, where models are applicable to both the export and domestic markets, it is quite common to see the hp rating quoted as two separate figures, separated by an oblique stroke—the first being the gross rating and the second being the input to the generator for traction.

"Straight electric locos, on the other hand, are rated in terms of rail hp. Thus comparisons of 'hp' between diesel-electric and straight electric units must be calculated out to an equivalent basis."

"Photo of telegraph key in November *Railroad,* page 44, is the prettiest picture I have ever seen," writes Willis J. Murdock, Box 383, Cocoa, Fla, 32922. "You see, I learned the Morse code when I was about 10 years old and I hired out as a telegrapher at age 17. Will some reader sell me a picture of a telegraph key suitable to hang on a wall?"

Replying to a question in October *Information Booth,* we said no railroad was called the Mason and Dixon line. Meade Williams, 443 Westgate, St. Louis, Mo. 63130, has sent us a photostat of an old Western Maryland timetable with a slogan, "The Mason and Dixon Line," printed below the company name. And the following comment comes from Peter Roehm, Box 2807, Reno, Nev. 89505: "Besides the old boundary line between the North and South in eastern U.S.A., there is a Mason & Dixon Line (with a diamond-shaped emblem) that is a common-carrier trucking concern headquartered at Kingsport, Tenn. Your inquirer may have got the name from a cloth patch made up for that company."

Green Mountain Railway is running all year around. Here, freight train waits at Chester, Vt., depot while the road's ex-Rutland locomotive No. 405 is refilled.

Photograph by Edwill H. Brown

"I have a large reproduction of Paul Detlefsen's painting, 'The Red Caboose,' showing a steam-powered Union Pacific freight train heading into the sunset and I'd like to know when and where it was painted and how, if possible, to get in touch with the artist," writes James Kelley, 1011 Massachusetts Ave., N.E., Washington, D.C., 20002. "My interest stems from the fact that my father used to work for the UP."

William F. Knapke, whose comprehensive book on caboose history and lore will soon come off the press, is not familiar with Detlefsen but wants to hear from anyone who could answer

F. Nelson Blount is gone, but the Steamtown U.S.A. that he established at Bellows Falls, Vermont, is still there. Winter has closed in on these two retired Southern Pacific locomotives, an eight-wheeler and a 4-6-0, now exhibited at Bellows Falls.
Edwill H. Brown, 402 W. Main St., Norwich, Conn. 06360

Jim's query. Bill lives at 3831 E. Flower Ave., Tucson, Ariz. 85716.

"What happened to the Minneapolis & St. Louis business cars and doodlebugs?" writes Dennis E. Holmes of the LuVerne, Iowa, Community Schools 50560.

Someone asks: "Why is the old Wheeling, W. Va., railroad station so run-down?" The answer is that thousands of railroad stations look shabby today because people prefer to ride automobiles instead of trains. Wheeling no longer has train service.

Who can supply data on railroad wages in 1882 to Mrs. Geraldine Davis, 2633 Spear St., North Las Vegas, Nev. 89030? Quoting her mother, she says that in those days her father, George McEvoy, cleaned railroad cars for $1.10 a month in Wallula, Wash. Maybe her mother was misinformed or forgot, or else her father was a very small boy at the time or worked only a day or two each month. Anyhow, George McEvoy eventually piled up 47 years of seniority on the Union Pacific, mostly as a hogger.

Doug Zimmerman (no address) asks where blueprints for now-existing steam locomotives can be obtained so that new parts can be made from them.

Queries from A. S. Bernoudy, Jr., 3201 Colorado Ave., Kenner, La. 70062: "When were the Southern's series of 4-4-0's of 1910-'15 renumbered in the 3700-800 series? (In 1907) When did the Southern acquire the New Orleans & Northeastern (In 1916) and the Cincinnati, New Orleans & Texas Pacific (Joint control with B&O in 1895. Bought out B&O share in 1954.) Where can I get the book *Southern Steam Power* and a stereo record of railroad songs?"

Old poem entitled "How Little Joe Saved the Train" is wanted by Jackson Moody, 633 Parkcliffe Ave., Youngstown, Ohio (zip code?).

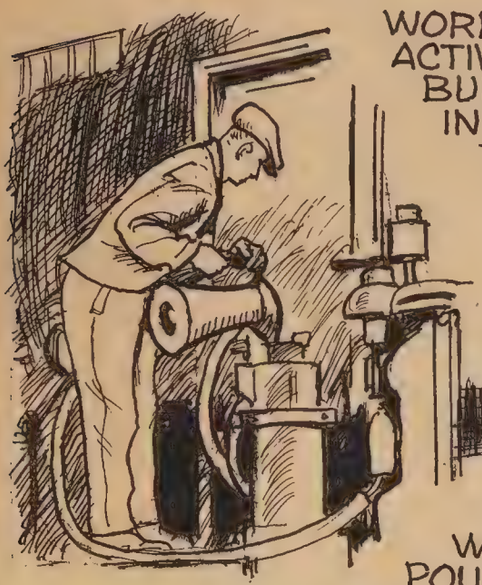
Copies of an illustrated booklet, *The L&N Today, Division by Division,* 8½ x 11" consisting of nine 4-page feature articles reprinted from *L&N Magazine,* may be obtained by sending 25¢ in coin (not stamps) to L&N Public Relation Dept., 908 West Broadway, Louisville, Ky. 40201.

Freak wreck pictured in our July '67 issue, page 26, occurred at sunrise Feb. 16, 1885, about a mile east of Batavia, N.Y., on the Canandaigua branch of the New York Central & Hudson River Railroad. The two engines, meeting head-on, became firmly wedged one on top of the other and were taken into Batavia, where the photo was made. This information comes from William O. Barrett, Charles J. Keller, and Wallace S. Bradley.

Mike Boyar, P.O. Box 508, Bound Brook, N.J. 08805, publisher of railroad picture postcards, is looking for especially fine, eye-catching railroad views to issue on cards. Photographers whose pictures are selected will have their work reproduced in quantities of 1,000 cards each, with payment consisting of cash or some cards. But first query Mike for details. ●

ALONG THE IRON PIKE

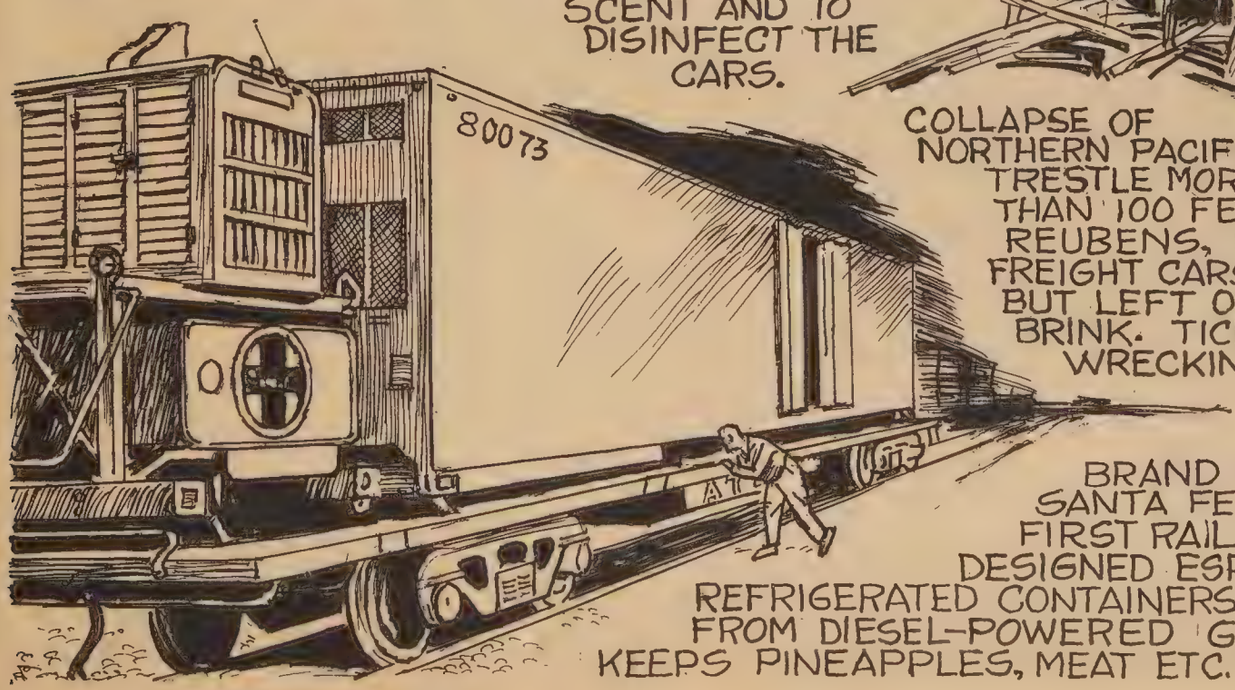
by Joe Easley



WORLD'S OLDEST ACTIVE ENGINE? BUILT AT LEEDS, ENGLAND, IN 1868, THIS 0-6-0 HAS TWO SMALL DOORS IN FRONT AND A 4-WHEEL TENDER. AT LAST REPORTS SHE WAS SWITCHING BARCELONA DOCKS FOR SPANISH NATIONAL RAILROADS.

PARIS SUBWAY WORKER REGULARLY POURS PERFUME INTO TANKS AT REAR OF SOME TRAINS TO GIVE PASSENGERS A WHIFF OF PINE OR CARNATION SCENT AND TO DISINFECT THE CARS.

COLLAPSE OF NORTHERN PACIFIC TRESTLE MORE THAN 100 FEET HIGH NEAR REUBENS, IDAHO, SENT 3 FREIGHT CARS INTO RAVINE BUT LEFT ONE POISED ON BRINK. TICKLISH JOB FOR WRECKING CREW!



BRAND NEW ON THE SANTA FE: THE WORLD'S FIRST RAIL EQUIPMENT DESIGNED ESPECIALLY FOR REFRIGERATED CONTAINERS. ELECTRICITY FROM DIESEL-POWERED GENERATOR KEEPS PINEAPPLES, MEAT ETC., QUITE COLD.

NIGHT RUN

fiction story by JOHN JOHNS

WAITING for a break in the downpour, Jim Moran and Ned Carroll, a Chicago & Western engine crew, stood side by side in a doorway of the Chicago terminal. Outside, cold rain lashed the walls and the glass roof of the building with a rhythmic flaying.

"Lousy night for Christmas Eve," said Ned gloomily.

They had just come in from the first half of a round trip to Clayton. Blasting over prairie flats with a fast coalburner, grinding around curves, and holding in on the slippery tracks of the downgrade, they had fought against lateness with a speed that left them tired. The three-hour layover was a break.

Jim did not answer. Staring out into the eerie blackness where rain slashed down, the engineer recalled bitter-sweet memories of the not-distant past. He thought of his only child, his and Mamie's, a teen-ager named Willie, who had died of a rare illness a short time before, and was understandably lonely, with the holiday season coming on. Maybe if some day they were to adopt a boy. . . .

"Let's go into the Greek's now," he said abruptly, striding toward the large diner in which he and Ned had often eaten meals on their layovers in Chicago. Ned matched his long steps as they headed for the brightly-lit beanery. Each man needed a thick T-bone steak, French fries, and coffee, or something of the kind, to set him up for the very important trip back to Clayton, their home town. This time, Jim reflected proudly, he'd be pulling Number 1, pride of the C&W, the sleek, luxurious *Continental Limited,* with Ned firing, of course. Never before had either of them worked on the *Continental* but both had often admired its trim lines and smart decor, in addition to a fast schedule.

It was a night of cold, stinging rain and overlapping shadows. Street lights emitted a dank hazy glow. It seemed like a dream world. As the two men, with coat collars turned up, were about to push open the door to the beanery, they heard a low whine and saw a shaggy and rather disreputable-looking black dog cringing outside. Now, railroaders as a whole are noted for their love of dogs, and the engineer asked quickly: "Whatsa matter, fella, locked out?"

The whine became a *whoof*! Jim let the animal bound into the diner ahead of them and disappear behind a counter. He and Ned ambled over to an empty booth, shook the water off their coats and hats, hung them on a clothes tree, and sat down to study the hand-written menu card. The pudgy-faced Greek who owned the establishment had made some effort to decorate it for Yuletide. Here

and there you could see strings of scraggly tinsel, cheap prints of a rubicund Santa Claus, and the trite words, *Merry Christmas.*

A redheaded girl named Sally came over to take their orders. The C&W men knew her well. She was pert and slim, except for mammary glands almost as large as a nursing mother's, and Jim wondered idly whether or not she was married or perhaps had a lover. Adorning her chest was a small, shiny, Christmas-bell corsage trimmed with red ribbon, and her bright greenish eyes seemed to be smiling. Ordinarily, Jim and his friend would have bantered the waitress, but this time they had other things on their minds.

"What'll it be, boys?" she asked, looking from one to the other.

Each man settled for an immediate cup of coffee and waited for the steak and potatoes to be fried. Then, cheered by the aroma and taste of hot Java, they discussed the *Continental Limited.* Naturally they were eager to begin handling this coveted job. The regular engine crew of Number 1 had stepped aside to take a daylight run. Jim and Ned had oid in on the vacancies and, with plenty of seniority, had landed them.

THE C&W had recently started using heavy Pacific type engines in the 3500 series. These were equipped with electric headlights, gage lights, and firebox doors that operated by compressed air when the fireman stepped on a pedal. The scoop was run by air. So was the coal passer, or pusher, located at the rear end of the tender. When coal got beyond reach, the fireman worked a lever and the coal moved toward him.

This train, with its powerful engine, was the showpiece of the system.

"With her weight, how do you think she'll take to a slippery track?" asked Ned.

"Fine, just fine," Jim said heartily. "Hey, look at that!"

In stamped four or five engineers and firemen. Ned glanced at one of them, Sam Melton, and asked: "What's going on here, a strike or a picnic?"

Sam sat down beside them. "Neither, Jim; only the yards are shut for the night. No train can come in and none's gone out for the last half-hour."

"But Ned and I just came in," said Jim. "We rode the *Chicago Express* and we saw nothing unusual except some engines standing around."

Sam grunted. "Well, you can look for yourself. You must have brought the last train in."

The three men fell silent for a few seconds. Then Jim asked impatiently, "What in hell happened?"

Sam tilted back his chair. "Some goat was shoving a string of empties," he said, "when the lead car didn't take the switch and jumped the track. Two other cars followed it across the space in front of C tower, which was as nice a place as you could pick. The main's blocked tighter than a drum."

"How soon'll it be cleared?" Jim inquired. "You know, we're pulling the *Continental* tonight, and I'd hate like the devil to have her first trip off the timecard."

Sam shook his head. "I think it'll take a coupla hours to clean up the mess. Maybe three. They've got the wrecker there and floodlights burning for the gang to work. But even when the cars are removed, they have to fix the tracks."

Jim pulled out his watch. Six-thirty now, and they were due out at nine. Three hours would start them out late and there'd be little chance to make up lost time on a night like this. As Sam moved off to join his friends, a discouragement settled down on the table where Jim and Ned were seated. Pretty soon Sally delivered their T-bone and French fries and they dug into the food ravenously, but even this pleasure failed to banish somber thoughts.

After they had finished eating, Ned tossed a newly minted half-dollar onto the empty bread plate as a Christmas Eve tip for the hash-house queen. Then they got up and paid for the meals. They were about to hurry out into the cold, rainy night to see what progress, if any, the wrecking crew had made when they heard the restauranteur bullying a boy who, like Sally, was redheaded.

"I told you to keep that damn mutt outa here, Kevin. Your job is to wash dishes, not to take care of stray dogs. Do you want me to fire you?"

"No, sir," the lad said timidly, "but I didn't let him in this time."

"The hell you didn't! I suppose he opened the door himself."

Before the boy could defend himself any further, Jim Moran spoke. "I let that dog in, mister. I thought he belonged here."

The owner of the diner smiled suavely. He didn't want to antagonize good customers. "That's all right," he said. "You couldn't know. I turned that flea-bitten brute out a dozen times but he always comes back." He addressed Kevin again. "Now get that dog the hell out of here if you know what's good for you."

"But he isn't any trouble," the little dish-washer pleaded. "Couldn't you just let him stay behind the counter until it stops raining?"

"No!" roared the Greek.

The dog was whimpering now. It was none of Jim's business, but Jim was impetuous. Without thinking, he reached out an arm toward the homeless animal.

"I'll take him," he said. "I've always wanted a dog," and as he spoke Kevin's face lit up with gratitude. Then, with one hand on the animal's collar, he turned the knob and pushed the door open with the other. Sally flashed a broad smile at the two men as they left.

BY THAT TIME the persistent rain had turned to a drizzle, with a splatter of wet snow. The air was sharp and chilly. Jim walked out uncertainly with the mutt, his fireman on the other side, and for a few moments neither man spoke. They strode along, throwing a white fog in front of them as they exhaled. Each one seemed intent on gazing at nothing, as if to conceal what was on his mind.

At length Ned spoke. "Just what'll you do with that critter, Jim, now you've got him?"

"Take him home, of course," the hogger snapped, unwilling to admit that he might have made an error in judgment. "Why'd you think I took him?"

" 'Cause you're a damn fool," said Ned, but he said it good-naturedly.

Jim almost laughed; it was so near the truth. But he wasn't worried about the dog. He'd take him home to his wife; maybe she'd like a dog around the place.

They neared the lights of the huge terminal, and hurried inside. The station was still in turmoil when they arrived. The usual noise had risen to a higher pitch with the hammering and clanking of metal tools on metal rails. Some men stood around issuing orders while laborers sweated under the hot white lights that seemed to blind the men coming in out of the night.

It was 7:30 p.m. Jim went into the crew room and tied up the dog, reassuring it to the best of his ability. Then he returned to the yard to survey the damage.

The wreckers were still there, but the cars had been rerailed. Workers were tinkering with the rails and switches. In a few minutes, Jim estimated, things would be okay. So he took the dog into the cab with him, to get ready. Later, orders came to back the 3567 into the trainshed for the *Continental Limited*. Ned in the gangway on the right side was watching their progress. Jim got a "take it easy" signal from someone swinging a lantern, as they approached C tower.

"A coupla cars off the rails can cause a helluva lot of damage," said the fireman.

"If you think that's something," said Jim, "you should see a real wreck. I remember the night Thirty-seven sideswiped a freight and tied up the road for days."

"What happened to the hogger?"

"Killed in the wreck. Didn't have a chance. It took two days to dig him out, and they found him in the cab, still holding the Johnson bar."

JUST then CY tower let Jim in on his cars. After coupling his engine onto the *Continental's* club car, he reached for the long-necked oiler. The fireman took his foot off the pedal, let the doors close, and turned to Jim as he started down the gangway.

"How does it feel to handle this baby?" he grinned.

"Not bad," Jim growled, but his keen blue eyes showed real pleasure. Then: "Hey, look out! You're spilling the oil. Take your damn finger off the plunger."

In the midst of the oiling, the conductor came ahead and extended his hand toward Jim, saying: "So you're taking Washburn's job, eh? Glad to have you with us."

The runner murmured his thanks and waited for the wheel report.

"We've eleven cars tonight," said the skipper. "Nothing on Desmond yet, but keep an eye out for her. Never know when a native son may decide to

ride us, especially at Christmas. Don't know why the hell they keep that flag-stop on the timetable. Seldom get a passenger the rest of the year."

Jim waited for him to mention the delay. It was now about fifteen minutes past starting time and he wondered what would be expected of him. But so far nothing was said.

"Here's a slow order, fifteen miles an hour over the switch at C tower. I needn't remind you," he finished, "that you've got a tight schedule."

Jim said he'd try and the conductor headed back toward the rear.

Climbing into his cab, the engineer lit his pipe and pulled out a greasy timetable to study the schedule. His dog was contentedly curled in the fireman's seat. Laughing to himself, Jim bent to scratch the damp head and then he went back again to the paper in his hand. Thirty minutes behind now, and still no signal.

The fireman called across the cab, "Will you look at that pest!" But he made no move to oust the dog. "No regular stops except the flag, or did the skipper wise you up?"

"Yeah, he warned me to look out for that signal."

Ned smiled. "Dopey guy, that agent. He knows what time we're due in there, yet he'll come dashing out at the last minute with his green and white lamps."

Soon Jim received the highball, which halted the discussion. Ned pulled the bell rope. The engineer had the slack bunched. He reached the throttle and notched it back. The exhaust barked after the quivering drivers started to turn.

With steady hands and keen eyes, Jim guided the booming Pacific across the station yards, curving and snaking past CY tower before his train straightened and picked up speed. But Jim had to pinch the brakes and slow to fifteen miles an hour passing C tower. Far out of the cab window he watched the rear end clear the restricted zone. Then he widened on the throttle and pulled out his watch. The *Continental Limited* was on its way to the West Coast.

NED pedaled the firebox to put in a fire; and Jim, leaning over, read the time in the light of the flames. Forty minutes late! How could he make up such a loss on a 140-mile run timed at only three hours?

He gave the throttle another notch. A shower of glowing coals shot skyward. Driving wheels lost the rails and whirled wildly. The cab lurched and shook with the power of unleashed force. On both feet, with one hand on the throttle and the other working the sander, Jim worked first one, then the other, to get his free-running 80-inch wheels back on the job.

Every second counted. When the wheels lost their grip on the wet rails, he had shut off steam; there was nothing else to do. Gradually the engine surged ahead with smooth vibrations. Jim sat back on the seat, while Ned took a loud breath.

"Thought for a minute we were on the ground," he grinned, and returned to the job of firing.

Meanwhile, from the cab, Jim looked out through snow at the sprawling tenements. Streets were white where the snow was untrampled. Hurrying figures fled quickly through the winter evening, toward home and warmth. Squares of window light were broken by the shadows of holly wreaths, and here and there he thought he saw people trimming evergreen trees.

CLIPPING the miles, Jim Moran left the gargantuan city behind him, wheeling through the suburbs with a good swing on his heavy consist. The exhaust was a continuous roar, the side-rods danced rhythmically, and the high drivers spun.

The jerkiness at the start of the trip had raised havoc with their fire. Now, red-white light from the open door shot up a beam to challenge the stormy heavens. Ned stood back. Grasping the overhead bar, he enjoyed a moment's rest. Jim grabbed the whistle rope and blew for Southbridge.

"We're thirty-two minutes off the card," said the fireman, consulting his watch. "Hey, you've made up eight minutes already!"

Southbridge depot stood lonely and dark. Here and there yuletide lights gleamed and sparkled in the sleepy village. Smoke and steam from the speeding train drifted earthward, settling down and merging softly with the flakes.

Next came West Canton, first of the prairie communities. A series of long, low whistles, a roar, and the train flashed through the town limits. Another notch on the throttle. Jim looked at his watch. They had picked up three more minutes.

The shaggy black dog appeared to be sleeping but would prick up his ears slightly every time the door clanged. Jim glanced at him now and then.

The throttle was notched again. Ahead lay the grade to Hill-Top. Speed slackened a bit. Sparks, bright red and glowing, belched from the stack as the *Continental* kept climbing. Ned put an extra heel into the fire, kept his corners packed, and shoveled coal only to the side and center. The draft took care of fuel for the front; it pulled the coal, sucking it right off his scoop.

Over the hill and downgrade they ran like a ball of fire. Nine miles on to the next station, rattling and spitting like a crazed monster. On toward Star Lake, and soon the distant signal came into view. Jim saw it first, held his breath as though ready to let loose a long spiel of choice epithets.

"Yellow!" he bawled, reaching for the throttle. Ned rushed to the gangway, saw the signal, and turned to Jim's side.

"What the hell could be ahead of us?" he said, scowling. "I thought we had an open road."

"Probably redball CF-3 in trouble, but how'd it get there?"

Approaching the red home board at Star Lake, Jim noted that the freight had just pulled into the clear on the passing siding. The fact that it was going into clear, instead of proceeding on the adjacent westbound main, was proof enough it had met trouble.

TO AVOID stopping, the hogger had edged slowly against the red home signal. Within a few feet of it, the light changed to green. Whistling twice, he grabbed the throttle. Then, as he was passing the tower, Jim thumbed his watch and glowered. The three minutes gain had been lost!

"I hope there's no flag in Desmond tonight," shouted the fireman. "If we can get by it will be as good as five minutes saved."

"Sure," Jim groaned, "but because we're off the card, the flag will be out, all right. You can bet on that."

The *Continental* rolled on. Suddenly a glow appeared in the sky ahead. Tracks ground under the pounding wheels, then clearly the lights of Desmond began to take shape. Jim eased the throttle and peered ahead. Their lights could be seen now. Ned shut his window, took a look at his fire, and crossed the cab to Jim.

"So far, no flag," he said.

Soon the train was only a few hundred feet from the station and there was still no sign of a flag. There were lights inside that seemed to cast the shadow of several figures standing outside. The engineer tried not to see them, hoping they meant nothing. He was counting the seconds when he could roll her again.

But the agent came running out of the depot, carrying white and green lanterns. He halted close to the track on

which the limited was running, and swung a violent stop signal.

"Sonuvabitch!" yelled Ned.

Jim began applying the brakes and working sand.

"Damn him," cried the fireman angrily, "let's go on! He's pulled this once too often, and we're late enough now."

Jim held fast to the brake handle. "Take it easy, Ned!" he said in a strained voice. "Why penalize folks going home for Christmas? See the agent. Tell him for me that this is the last time we stop on such short notice."

Ned climbed down the steps, poised to alight. Jim wound on the brakes, and waited with bated breath hoping they would not kick into emergency. Pinwheels of fire appeared under the Pullmans. Then, grumbling, the fireman let go the hand rail and hit the station platform on the run. When the limited stopped a few seconds later, only the observation car remained before the platform.

Jim swung the air brake handle to full release. Then he got a whiff of hot grease. Leaning out far, he sniffed the air, and the smell became more noticeable. He reached for the long-necked oiler, a wrench, the torch, and a handful of hard grease.

POKING his torch into the fire box, Jim descended to the ground. His nose directed him to the trailer-box on the right hand side. He lifted the lid and found the journal hot. So, setting his torch on the ground, he went to work on it. When the job was almost finished, something rubbed his leg. In the light of his lantern, he turned to see the shaggy dog, curiously sniffing, and he chuckled audibly.

"Nosy, aren't you?"

Ned came up ranting. "I told that guy a thing or two, so I bet he won't forget those signals again."

"Good thing we stopped," said the hogger, ignoring his remark. "The right side trailer-journal was beginning to run hot. I just had time to fix it." He tossed the wrench and oil can up on the apron. "Let's get out of town fast." Up went Jim, and right behind bounded the dog. By the time the fireman was in the cab, a contented beast was again curled up in his seat, and the engineer had the train in motion.

Dividing his attention between the trailer box and the signals, Jim was fully engrossed. His fireman opened the door to his fire, and then turned down the gangway toward the tender. Even above the growing noise of the engine, Jim heard a short oath from his fireman, he wondered what had happened.

A look over his shoulder showed his fireman swaying with the motion of the bobbing deck-plate. He had to direct his eyes ahead for signals so he listened sharply to the sounds about him. Now he could hear two voices, then a loud bellow from Ned.

Twisting around when the track lay straight ahead, he saw what looked like the approach of a snowman.

"This way, you little fool," he heard the fireman say, not too roughly, "and don't slip on the coal."

JIM switched on the cab light, and saw a small boyish figure trying to climb over the steel coal-gate. Ned had his knees bent to take care of his balance, and two bundled arms went up to ease the illicit rider to the deck. The bundle of humanity, frail and redheaded, fell into them like dead weight, unable to straighten up, and Ned assisted him into the cab near the half-open firebox door. There was silence as both men scrutinized him.

The newcomer's eyes held onto the flames of the open fire as if the mere sight of them warmed him. When he turned to the engineer he stared as though his voice was frozen. His clothes hung stiff as wash hung out on a frosty day.

"I found him in the coal heap," said Ned. "I got a sight of his head over the tender. God knows how long he's been there."

Jim scratched the back of his neck and turned back to the road. "Do you mean to tell me anyone would ride blind on a night like this?"

Reaching under his seatbox, Ned produced a can of semi-warm coffee and poured out a cup.

"Here, boy, drink this!"

The stowaway gulped down the Java. Returning the empty to Ned, he tried to grin.

"What's your name?" the fireman asked, "and where did you come from?"

"Kevin Hoolihan," gasped the lad, "I came from Chicago."

"Oh, yes," Jim cut in, "I remember you now. You're the kid we saw in the Greek restaurant."

"Yes," the stowaway admitted.

"Where are you heading" the engineer asked, "or don't you know?"

"California," the lad said vaguely, "but I'll stop over tonight at Clayton. When this storm clears up I'll mosey along as soon as I can grab a rattler."

Jim sucked his pipe, while Ned added coal to his blazing fire.

"Any chance of your going back home to Chicago, if I take you to Clayton—that's where I live?"

"No, sir," said Kevin solemnly. "I can't go back."

"Maybe we could fix things up so you could."

"No, sir. I don't have any home nor any people. They're all dead."

The train crashed on through the sleepy blanket of night. Its lonely whistle and roar were muted as they rolled through village after village. Each mile brought Clayton that much nearer. They were going home and it was almost Christmas now.

Lights of a station flashed by. The fireman stuck his shovel in the coal pile and strode to Jim's side.

"That was Round Robbin. We'll be in Clayton in about twenty minutes. Have you figured out yet what you're gonna do with the kid?"

"Maybe, yes."

Ned growled his dissatisfaction. "That's not good enough. For Pete's sake, you shunt that problem along like you did finding the dog. What your wife'll say when that mongrel stalks in will keep the neighbors laughing for weeks."

Jim looked annoyed. "Mamie will do nothing of the sort. She likes all dogs, and so do I."

"She'll like this one all right," Kevin chimed in. "I'm sure of it."

"But what shall we do with *you?*"

"Nothing," said the boy. "I can take care of myself. Just let me off at Clayton and don't hand me over to the cops. I won't be any trouble."

The engineer was perplexed.

"How'd you manage to get on this passenger train, anyhow?"

"Boarded her in the yards, mister. I guess nobody saw me climb in on top of the coal."

The outskirts of Jim's home town were fast becoming visible, and silently the *Continental* rolled into Clayton. Cutting speed, Jim entered the yards. When the inspectors uncoupled the engine, Jim started to move off. The boy tugged at his arm.

"Where are we going?" he asked anxiously.

"Don't know about you, young fellow, but I'm taking this old girl to the roundhouse. This is my last stop."

Kevin's eyes held his. "Would it be easier for you two men, maybe, if I got out here?"

"How the hell do I know," asked Jim impatiently. "If they—"

"Shut up, you thick Irishman!" the fireman broke in. "Come on, kid! Pay no attention to him."

Kevin looked from one to another.

"Sorry," Jim Moran apologized. "You can ride in with us. We'll figure out what to do then."

THE BOY sat behind him, peering through the window. The big Pacific crawled toward the inbound snowy track. Soon Jim shut the throttle and applied the brakes; they were now on the pit track. Fire cleaners presently would shake out the old fire then build and bank the new.

"Okay, Kevin we unload there," instructed the engineer.

Descending from the cab, he stretched up an arm for the boy to follow. Then the three strolled toward the roundhouse locker room. Jim drew an old coat out of his locker and gave it to Kevin to put on. Several of the men standing around grinned. The hogger gathered up his things. Throwing his heavy coat over the youth, he turned as though to leave and then stopped short.

"You take the dog and go on ahead, boy. There's something I want to tell Ned here. We'll catch up with you."

The youngster agreed and the man watched until he had disappeared. Jim's manner warned the fireman something was brewing.

"Say, Ned," he inquired, "what the hell do you think of the kid?"

"From what I see, he's okay."

Jim didn't speak for a moment. Then: "What would you think if I said I want to adopt him? Would you think I was crazy?"

The fireman looked amazed. "Well, Jim, I just don't know. I'd say it's kinda sudden."

Jim said: "I've been thinking about it for quite some time—adopting a son, I mean. If anything should happen to me, Mamie'd be left mighty alone without one. You know how we've both missed Willie and I thought maybe if someone took his place things would be happier."

All about them were gay shouts of "Merry Christmas!" and loud conversations of jumbled sounds, but the two enginemen ignored them; they were absorbed in a more personal problem. At length the engineer turned to leave.

"Good night, Ned!" he said. "Merry Christmas to you and the good wife. I'll let you know how things turn out."

"Merry Christmas to you and Mamie!"

The engineer hurried on, but was buttonholed for a moment by the smiling dispatcher, who shook his hand.

"Moran, that was a great run you made tonight! Only four minutes off the card, even after starting 45 minutes late! You did all right. Oh, yes—and merry Christmas!"

Jim hastily thanked him, extended holiday greetings, and left the crew room. Once outside, he looked around for Kevin and the shaggy black dog, but neither was in sight. He scanned the tracks in vain and questioned some of the men. They had been too much occupied by their own affairs to have noticed a boy and a dog. But a switchman said he had seen a boy go toward the exit.

Frantically Jim looked up and down the long dark street. In his search, he did not notice the small figures standing in relief against the stone wall of the building itself.

"Looking for us?" asked Kevin.

Turning toward the voice, Jim saw the youth and the dog.

"Inside, boy," he said gently, "I want to talk to you a moment."

Pushing open the door, he let Kevin and the dog precede him. Then, tearing off his thick gloves, he rubbed the lad roughly to bring back color to the pinched face. He knew he'd have to get him home to warmth quickly. Wrapping the loose jacket around him, the engineer spoke a few words.

"Kevin, tell me something. Why did you leave home on a night like this?"

"But I didn't, Mr. Moran," he said earnestly. "I have no home. I only ran away from a guy who doesn't like me. You see," he explained, "I'd been living and working at the Greek man's restaurant since he had me released from an orphanage to send me to school."

Jim pondered a moment. It suddenly came to him that Kevin Hoolihan had red hair like the waitress in the diner.

"Is Sally a sister of yours?"

"No, sir, but she was very kind to me. I wish I could give her a Christmas present," the boy added wistfully.

"You will," Jim promised, "but she'll get it a few days late."

The big hands that had worked many a throttle and brake valve were now gently tying a red and white bandana around the little frame. Then the engineer took one of the tiny hands into his own pocket to warm it.

"We're gonna walk six blocks to the end of this street, sonny," he said, "and when we lift the latch there you'll know you are home."

The door to the crew room swung open again. Side by side, two fellows and a rather disreputable-looking black dog, wagging its tail, stepped out into the cold air to greet the bright Christmas morning. ●

STEVE MAGUIRE'S

TRANSIT TOPICS

Stainless-steel cars, built by Pullman-Standard, designed for 60 mph top speed, will soon run on Cleveland airport line.

THIS month marks the 25th anniversary of my handling this department. Since 1943 many changes have occurred in the field. The trackage of U.S. and Canadian trolley lines has shrunk from about 18,000 miles to a mere 1,000, although subway and "el" mileage has been increased. Another major development has been the trolley museum, which 25 years ago was virtually unheard of. Actually, 3 such museums had been started at that time, only started, none of them being on an operational basis.

Stephen D. Maguire

This department, originally called *Electric Lines*, sprang from a suggestion made by E. Jay Quinby, ex-motorman and naval lieutenant, who in 1942 was president of the Electric Railroaders' Association. Jay advised *Railroad Magazine's* editor to enlarge into a separate department the brief *Section for Juice Fans* which then formed part of what is now termed *The Mail Car.*

At first the *Electric Lines* pages, begun in Sept. '42 issue, were compiled by the regular editorial staff, which did not include me until I was asked to take it over, beginning with Jan. '43 issue. I was then an Erie Railroad claim agent and had been visiting the *Railroad Magazine* office occasionally with transit information and pix. My first published feature was a West Penn Railways photo-story. I had become known to the staff for my specialized interest in transit, which explains why I was given the job. I am grateful for the cooperation of readers who help me to carry on.

CLEVELAND Transit System has just received the initial 10-car order of 20 lightweight, stainless steel, rapid transit cars, the first of their kind in the country designed to operate from a metropolitan airport to the downtown business district. They are being used for testing and evaluation.

The 80-passenger, air-conditioned, electric-powered cars are being built by Pullman-Standard at a cost of about $175,000 each. They will run on a 19-mile, two-way track between Cleveland's Hopkins International Airport and the city's combined railroad and suburban CTS commuter underground terminal, adjacent to the city's Public Square. A major project is now under way to build a 4-mile extension to the airport from an existing CTS suburban commuter station. When it is completed late in 1968, Cleveland will join Tokyo, London, and Brussels as the world's only cities to have airport-to-city rail rapid transit.

Total cost of the airport-to-downtown project, with the cars, is estimated at $18 million. Included are (1) a new underground CTS terminal at the airport, with additional highways and a parking lot; (2) purchase of rights-of-way and relocation of sections of the New York Central main line and industrial spurs required for the 4-mile extension, (3) construction of two parking lots and stations, and (4) the completion of 5 bridges across CTS extension tracks.

The new transit system is designed primarily to serve the 3,500,000 passengers who use the airport annually and will be tied in with existing commuter lines. The trip from airport to

downtown area will cost 35¢ each way and will cut an average of 20 minutes off travel time. Cars will be capable of making 60 mph. Among the innovations in their design are:

a) New heating and ventilating system that recovers heat generated by the accelerating-braking resistors in cold weather, (b) air-conditioning provided by combined compressor, evaporator, and control panel mounted under each individual car, (c) hot or cold air entering the cars at the window-sill level, (d) heat-resistant, tinted safety glass used in all windows, (e) two floor-to-ceiling baggage racks, (f) car is self-contained and can run as an individual unit, though designed for multiple-unit use, (g) each car equipped with four 100-hp motors, (h) newly designed, 4-wheel, transit-type truck using air springs for comfort and high speed, and (i) recessed fluorescent lighting.

The project is being financed with Federal, city, and county funds.

SERVICE was resumed by El Paso City Lines last October on this continent's only *international* streetcar line on rails laid on new bridges over the Rio Grande between Texas and Juarez, Mexico, report Harold B. Olsen, Linden, N.J., and Rod Varney, El Paso, Texas.

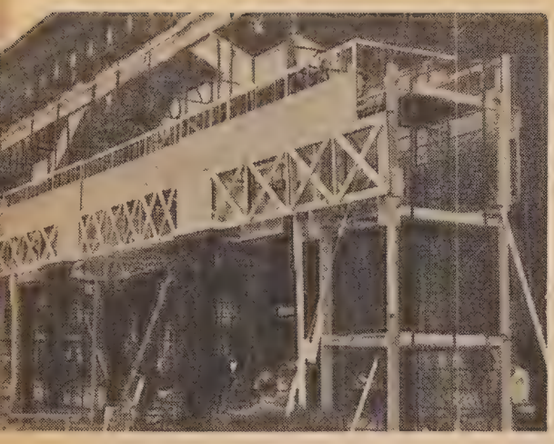
AN IMPORTANT conference, called at Boston last Sept. 14th by the Massachusetts Bay Transportation Authority, was attended by representatives of MBTA and other lines still using PCC trolleys. This is the first get-together of its kind since the President's Conference Committee of trolley company executives was convened in the early 1930's to design a new and modern type of streetcar to meet a crisis in the rail transit industry. It was triggered by the fact that the present PCC cars serving the MBTA Riverside line must be replaced in 5 years. Although in the future there may be plans to upgrade this route into a platform-loading, high-level, transit line, the current downtown Boston subway rules out anything except streetcar-type vehicles.

According to Mila B. Dixon of the Quincy (Mass.) *Patriot*, the type of car the Authority has in mind to replace its Riverside Line equipment would not only have the traditional low-level platforms of existing streetcars, but could also be converted to a high-platform vehicle for rapid transit use.

It would have a speed of up to 60 miles per hour, comfortable seating, air-conditioning, and two sets of doors

New Cleveland cars are seen here at Windermere yard next to some of the present stock last October 16th. Airport extension is expected to open late in 1968.
Stephen D. Maguire, P.O. Box 51, Belmar, N.J. 07719

Unusual feature of rapid-transit cars are luggage racks, incorporated into design of new Cleveland Airport extension cars for convenience of Hopkins Airport passengers.



Rear view of el prop shown at right.

Quickly now, what elevated station is this? Movie company producing "The Night They Raided Minsky's" constructed this prop of wood on New York's East 26th Street while on location last October; also shot some scenes on real Myrtle Ave. el in Brooklyn.

Photographs by Roger Arcara

on each side for speedy loading and unloading.

The conference aims to arouse the interest of other cities operating streetcars to participate with MBTA in developing a new car design for replacement fleets. That design, when available, would enable smaller cities, which have abandoned railroad rights-of-way but cannot afford to build expensive high-speed rapid transit, to solve their transportation problems by running streetcars on the roadbeds.

MBTA plans to apply for a grant from the U.S. Department of Housing and Urban Development to assist in initial phases of a new design. The initial phases, estimated to cost about $1 million, include the borrowing of a German trolley for 90 days up to a year, operating the car in Massachusetts to learn its characteristics.

We thank Ron Salters, 26 Pierce St., Weymouth, Mass. 02188, and George M. Sanborn, public relations officer for Seashore Trolley Museum, for sending us the MBTA news.

TORONTO streetcars' future seems assured for at least a dozen more years. Ralph Day, the city's transportation chairman, says that although trolleys are cheaper to operate than buses and more comfortable for passengers, buses cause fewer traffic jams. When the Bloor-Danforth subway line opened, the number of streetcars operated by TTC was cut from 700 to about 300. But Mr. Day also indicates that the trolleys might be around for some time, on private rights-of-way such as a special section of the Spadina Expressway or running on abandoned rail and Hydro rapid lines. TTC has ordered 1200 tons of new 104-pound rail to serve as replacement and maintenance work over the next 4 or 5 years.

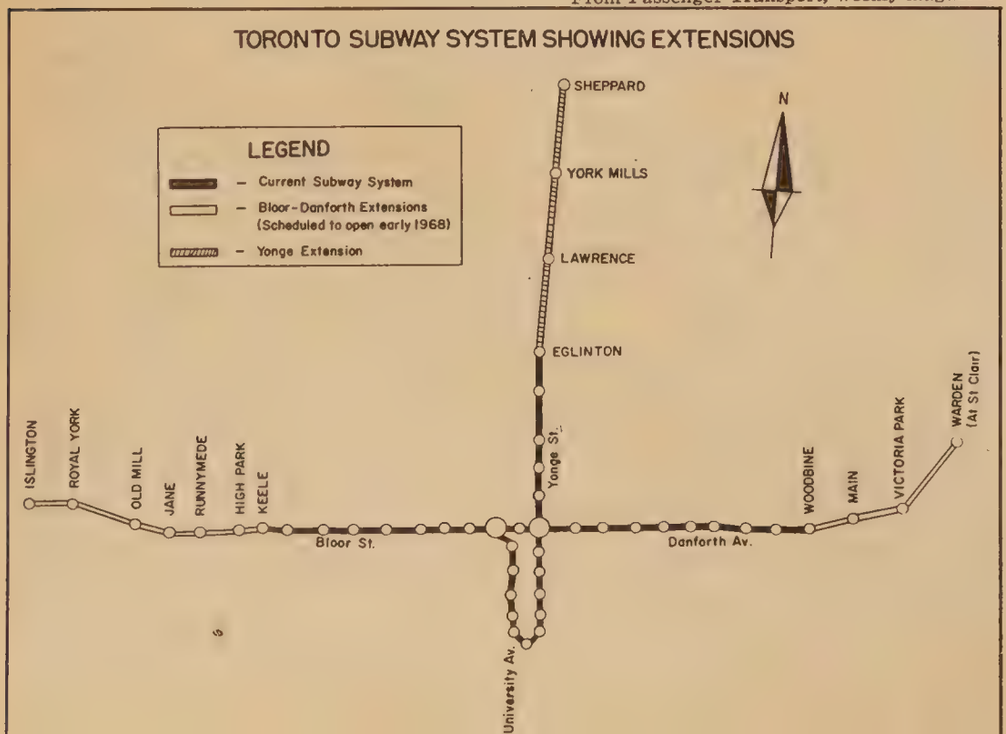
Formal approval has been given by the Ontario Municipal Board to the 4-mile extension of Toronto's Yonge Street subway from the present terminal at Eglinton Avenue to Sheppard Avenue. The extension, to be mostly in tunnel beneath Yonge Street, is estimated to cost $79,553,000. Construction work is expected to start next summer. The Bloor-Danforth subway extensions which were scheduled to open in December, 1967, have been delayed by labor strikes.

These facts came from M. Sendecky, 14 Rennie Terr., Toronto 3, Ont., Canada, who also challenges a statement by Merritt A. Taylor, president of Philadelphia Suburban Transportation Co., that buses are cheaper to run than trolleys.

"The correct figure to consider is not cost per *vehicle* mile," writes our correspondent, who is a registered professional engineer, "but instead, cost per *place* mile. This is done by taking into consideration the capacity per vehicle as well as running costs, headway, etc. Under these figures, the PCC car costs 67 cents per place mile while the bus costs 61 cents. The extra 6 cents buys a great deal in popularity, comfort, and safety over the buses."

"Hence, to move the same numbers, an all-bus city service requires nearly double the number of vehicles, staff,

From Passenger Transport, weekly magazine



Sprinkler cars were once common when trolley franchises called for watering down dusty streets along car lines. Here is Birmingham (Alabama) Electric No. 8, built in 1908 by McGuire-Cummings, effectively squirting away in May, 1927.
Alvin Hudson, 1505-C Montclair Rd., Birmingham, Ala. 35210

Lancaster (Pa.) Chapter of NRHS bought this Conestoga Birney car years ago, had it moved (above) to Landis Valley Farm Museum about 1948. When State acquired museum, car was given to State, but was not deemed compatible with museum's purpose. It was then leased to Metropolitan Philadelphia Railfans' Assn., and kept at Llanerch shops at PSTC. Then Railways to Yesteryear, Inc., wanted it for operation at East Broad Top, so State broke lease and moved car to RTY official's property in Allentown, where it is now stored.
William M. Moedinger, 1835 Pioneer Rd., Lancaster, Pa.

and storage area and almost three times the repair facilities of a similar streetcar system. This would make buses cost about 87 percent higher than trolleys."

BRAZENLY, the Port Authority of Allegheny County late in September said it was stopping all work on two $500,000 studies intended to find the best rapid transit suitable for the Pittsburgh area. Instead, it announced, it had decided to build a Skybus from downtown through the South Hills area, utilizing the right-of-way of one of its trolley lines for its elevated line. The other rail route would be bussed and serve as a Skybus feeder. This abrupt and unexplained decision in favor of an experimental Westinghouse system merits nothing but criticism.

David A. Horvath, a new member of the PAT advisory board, comments: "Suddenly, all studies are stopped and the people are told the Port Authority will install a $90 million experimental Skybus to the South Hills. . . . Unless the boroughs, townships, and cities of this county are consulted and advised on the many problems associated with rapid transit, PAT will have a difficult, if not impossible time, getting the necessary support."

ELECTRIC operation on the Southern Industrial (formerly Southern Iowa) Ry. at Centerville, Iowa, ended last July 18th, according to the *Switch Lamp*, monthly publication of NRHS, Iowa Chapter, 1521 Carroll St., Boone, Iowa 50036. Box motor 101 was the last piece of electric equipment running on one mile of track at Moravia, isolated from the rest of the SI system by miles. After its last runs, in the presence of several fans and photographers, current was turned off for good at about 11:10 a.m. This motor; its mate, No. 100, and line car No. 1 are expected to end up eventually at the Columbia Park & Southwestern museum line in Ohio.

PHOTO on page 27, November issue, right corner, shows RPO car on Brooklyn (N.Y.) Rapid Transit line.

Seashore's Early Days

Details on early days of the first trolley museum come from Henry Brainerd, 10 Upland Rd., Wellesley, Mass. 02181, answering a query in our article on museums in Aug. '67 *Railroad*. Henry is vice president of New England Electric Railway Historical Society, Inc., Goffstown, N.H., the non-profit group that runs Seashore Trolley Museum. He says 8 fans getting together to buy a trolley started the project: John Amlaw, Ted Santarelli, Tom and Charlie Brown, Jerry Cunningham, Horton Banks, Lucien Phinney, and possibly Walter Goodard. After raising $150 to buy Biddeford & Saco open car 31, they acquired the right-of-way of the Atlantic Shore Line between Kennebunkport and Biddeford, but had to move the car beyond town limits of Biddeford, Saco, and Old Orchard.

On July 5, 1939, the museum, later renamed Seashore, was founded. When they moved No. 31 around that time they did not have the equipment-moving experience that they got later on. However, they jacked up the car onto a Chevrolet pickup truck and a rubber-tired dolly, hauled it down the road to Kennebunkport, and then transported its trucks to the same place. Retrucking at the museum took several months. At one time the car rested with one end in the mud, the other high up on blocks. Not until autumn were both trucks put under the car, on a length of track.

Last trolley line in N.Y. State was Queensborough Bridge Ry., 1½ miles crossing East River between Queens and Manhattan, N.Y. City. Car is approaching underground Manhattan terminal before abandonment in 1957.

Seashore obtained its second car, No. 38, from Manchester, N.H., but couldn't pay for it right away. The trucks, which alone had commercial value, stayed in Manchester until the entire price was paid, then on the July 4, 1941, week-end the car was retrucked. Henry helped, but did not join the museum until a few weeks later. Before that car arrived, members of the group slept on open car 31, and were pretty cold very early each morning. At length two more car bodies reached the museum location—Birney No. 615 from Biddeford and Manchester's single-trucker 60—and were put on 300 feet of track, with one switch but no operation. Four cots made the Birney useful as a bunkhouse.

World War II took most members into the armed forces. Cars remained at the site. An almost incredible event happened when a USAF plane returned from Germany after the war. The pilot dropped down through overcast sky. The plane had brought back a Seashore member to the States. The first things he saw below were the four trolleys in the pasture at the museum location!

Trolleys in Marseilles

MARSEILLES, France, recently underwent a "busification" program that eliminated all but one of its streetcar lines, according to Francois Pasqualini in *Passenger Transport* magazine. The survivor is No. 68, linking the center of the city (East Station) with a cemetery on the outskirts of town. This downtown section is called "le ventre de Marseille" ("Marseilles' belly") because it is located at the central food market.

East Station is the starting point of a tunnel that winds its way inside the bowels of the highest hill. Trolley line 68 owes its survival to the tunnel. A large part of its course lies in the latter, and so it does not interfere with the city's automotive traffic. This interference was why the other streetcars were replaced with trackless vehicles.

Nowhere else in town can you cover the same distance within such a short time, for the traffic jams plaguing surface vehicles do not exist here. That is the secret of the line's prosperity. Housewives who live on the other side of the hill find it convenient to ride streetcar 68 into town and shop at the lower-priced central food market. Otherwise they would have to walk up the steep hill and buy their food at the more expensive markets. They save money, time and energy using No. 68.

To satisfy this steady flow of customers, the company which operates this line, as part of the city-wide system, provides the best possible service. Whereas the usual passenger must wait 15 to 20 minutes, and often longer, for a bus, line 68 users have a streetcar availbale about every three minutes. ●

Georgia Power Co. cars at Butler barn, Atlanta, in 1946.
Elmer J. Braswell, Jr., 1581 Melrose Dr., S.W. Atlanta, Ga. 30310

Index of Electric Lines Articles

OVER the last 30-odd years we have carried many fact articles and photo features on trolley and interurban lines, even a few fiction stories, besides our transit department. Here is a complete list of them.

The back numbers we have on hand may be bought for 60¢ a copy. We still have on hand all issues since Oct. '64 except Feb. '65, April through Sept. '65, Feb. '66, Jan. '67, and July '67. We also have a few (but not all) issues between Sept. '54 and Oct. '64. Better query us if you want copies published during that period. We also have July, Aug., Sept., Nov. '52, and March, Nov. '53. Any of these may be bought for 60¢ a copy (cash, stamps, check, or money order). Tell us which ones you want. Address *Railroad Magazine,* 205 E. 42nd St., New York, N.Y. 10017. Enclose a self-addressed stamped envelope for reply. We'll tell you whether or not the magazines you need are still available.

In addition, we have a small supply of the very rare, large-size, 96-page, slick-paper issue of Dec. '46. This special issue was printed only for distribution to railroad officials, prospective advertisers, etc., and was never sold on the news-stands! Only about a dozen railfans in the entire country have one of them. For as long as the supply lasts, we will sell you a copy of this "glorified" special issue for $1. First come, first served.

Readers who need back numbers of *Railroad* that we don't have on hand could probably get them through our *Switch List.* Contact Arnold Joseph, Grahame Hardy, Fred Arone, or others appearing in that list. We do not know how much those men charge.

Abilene Street Railway	Aug. '50
Alabama Power Co. (Tuscaloosa)	Jan. '49
Alabama Traction Lines (listing)	June '51
All-Electric Streetcar (PCC)	Feb. '45
America's Shortest Line	Jan. '47
Angel's Flight Railway	Nov. '41
Arizona Electric Lines (list)	Aug. '46
Arkansas Valley Interurban	July '49
Armored Trolley	Aug. '50
Baltimore & Northern's "Dolores"	Nov. '45
Battery Cars	Sept. '50
Before Wires Came Down (Virginian)	June '63
Big Rock Candy Mountain (parody)	Oct. '63
Billings Street Ry. (Montana)	Oct. '64
Birney Cars	Aug., Sept. '44
Boston Elevated Ry.	Aug., Sept. '46, Feb. '61
Branford Electric Railway	Apr. '53, Apr. '55
Brazilian Trolley Lines	Feb., Mar. '65
Bristol & Norfolk	Sept. '65
British Columbia Electric Ry.	Oct. '46
Butte, Anaconda & Pacific	Mar. '54
Calcutta Streetcar System (India)	Dec. '66
Cambria County (Pa.) Forgotten Lines	May '58
Canadian National Interurban	June '60
Canadian Streetcars (list)	Oct. '52
Canadian Trolley Oddities	Nov. '43
Cape Breton Tramways	July '44
Car House Kids (Portland, Me.)	July '53
Celery Belt Route (Sanford, Fla.)	Oct. '50
Cemetery Trolleys	Nov. '55, June '60
Charles City Western	Oct. '49
Chautauqua Lake Route (JW&NW)	May '46
Chicago, Aurora & Elgin	Jan. '46, Aug. '59
Chicago-New York Air Line	Dec. '56
Chicago N. Shore & Milw.	July '47, Oct. '53 Aug. '59
Chicago Rapid Transit	June '44, Aug. '48
Chicago Rapid Transit (fiction)	Mar. '44, June '53
Chi., SS&SB	Oct. '45, Feb. '53, Apr. '57, Aug. '49
Chicago Tunnel Company	Jan. '50
Christmas Trolleys	Jan. '40
Cincinnati Curved-Side Cars	June '46
Cincinnati, Georgetown & Portsmouth	May '45
Cincinnati's Unused Subway	Aug. '62
Citizen's Traction Co. (Oil City)	Nov., Dec. '50
City Island Monorail	Dec. '67
Cleveland & Southwestern	May '54
Cleveland Transit System (roster)	Feb. '58
Colorado Springs & Interurban	June '53
Columbia Park & SW (Trolleyville, U.S.A.)	Oct. '66
Combs Monorail Line	Sept. '47
Connecticut Company	Apr. '47, July '52

Collection of Stephen D. Maguire

When electric traction was the last word: Union Traction Co. car on Germantown Ave., Phila., Pa. in 1896. Ventilator signs read "Germantown" and "Chestnut Hill."

Copper Hauler (BA&P) Mar. '54
Cross-Country Interurban (LEBG&N) June '52
Cross-Island Trolleys (Long Island) Oct. '44
Curved-Side Cars (Cinn. Car Co.) June '46

Daisy Line (New Albany, Ind.) July '46
Dan Patch Line Aug. '65
Delaware-Maine Trolley Trip Nov. '48
Des Moines & Central Iowa July '42, May '51
Dismantling 9th Avenue El Mar. '41
Doubledecked Trolleys June '43
Down East Interurban (AVRR) Oct. '42

East Shore & Sub'n. Ry. Aug. '59
East Bay Transportation Oct. '47
Eastern Ohio Traction Mar. '46
El Paso City Lines Jan. '52
Electric "Hay-Wagon" (KCPS) June '41
Electric Rail Terms (dictionary) Nov. '42 thru Apr. '43
Electrocuted but Still Alive (Ithaca) June '47
Electroliner, The July '47
Empire State Trackage (list, map) Feb. '45
Era of West Virginia Trolleys Sept. '48
Experimental Juice Jack (PRR) Nov. '49

Fairmount Park Trolleys (Phila.) Dec. '46
Father of Electric Traction (Sprague) Aug. '40
Filtration Plant Ry. (Mpls.) Jan. '47
First Big Electric Wreck (WJ&S) Dec. '36
Florida Streetcars (list) Dec. '46
Forgotten Trolleys (Penna.) May '48
Fort Dodge, Des Moines & Sou. Sept. '52, Oct. '59
40 Years Ago in Calif. (Nev. Cy. Trac.) Dec. '44
From Horsecars to Birneys (Halifax) Oct. '54
Funeral Car "Dolores" Nov. '45

Gallitan Valley Ry. Dec. '59
Gone With the 5¢ Hershey Bar Aug. '47

Hagerstown & Frederick Ry. Mar. '45
Hail to the RCC (Rectifier) May '50
Hershey-Cuban Railway Nov. '46, Oct. '60
Hershey Transit Company Nov. '41, Aug. '47
High Speed in Big Cities Feb. '47
High Water on Great Salt Lake (SLG&W) Dec. '48
Hill of Howth Tramway Sept. '57
Hired, Mired & Fired (NJRT) Mar. '55
Hobble-Skirt Cars Feb. '44
Horsecar Days Feb. '46
Hudson & Manhattan Railroad Nov. '47
Hudson Valley Ry. Dec. '55

Illinois Terminal Railroad Dec. '51, May '55
Illinois Valley Ry. Apr. '50
International Streetcars (El Paso) Jan. '52
Interurban Ry. & Term. (Cinn.) Dec. '47
Interubans Aug. '37
Interurbans of Midwest Sept. '53
Interubans, The Last Feb. '55
Interubrans, Twilight of the July '48
Ireland's Last Tramway Sept. '57
Ithaca (N.Y.) Tramways June '47

Jamestown, Westfield & NW May '46
Japan, Juicefans' Paradise Apr. '51
Juice Line Photo Survey Nov. '53
Junction City & Ft. Riley Dec. '58

Key System Oct. '47, Aug. '55
Key to the Bay Aug. '55

Lackawanna & Wyoming Valley Mar. '51
Lake Erie, Bowling Green & N. June '52
Lake Shore Electric Ry. Nov. '51
Last Days Sacto. Northern Pass. Service Dec. '40
Last Interurbans, The Feb. '55
Last of the Cable Cars Nov. '45
Life of Riley, The Dec. '58
Laurel Line, The Mar. '51
Leading the Hotshot (Chicago) Aug. '48
Lehigh Valley Transit Sept. '42
Long Island R.R. (elec. roster) July '50
Loudon Park Cemetery Trolley (Balto.) June '60

Maguire S.D. (Int. Railfans) Oct. '67
Malbone Street Wreck (Brooklyn) Oct. '36
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Manhattan's Early RPO Lines June '48
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Memorable Trolley Ride Dec. '67
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Millions for Transit (Boston) Sept. '46
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Montana's First Streetcar Line Oct. '64
Montana's Only Interurban Dec. '59
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Municipal Rys. of San Francisco Apr. '52
My Old Ohio Car Home Nov. '55

Nevada County Traction Dec. '44
New Albany & Louisville July '46
New Haven Electrics Apr., June '59
New Jersey Beach Railways Sept. '45
New Orleans Streetcar Blues Aug. '52
New York to Boston by Trolley Dec. '43
New York to Chicago by Trolley Mar. '43
New York State Electric Lines (list) Feb. '45
New York State Railways Apr. '61
New York Subways (el roster) June '57, June '67
New Zealand Tramways July '50

Latest thing in transit today: new San Francisco cable car takes shape in Municipal Railway shops, using some parts of an old car, No. 520. A recent photograph.

Norfolk Trolley Days Dec. '54
North Coast Lines (roster) June '44
North Jersey Elec. Lines (roster) June '58
North Jersey Rapid
Transit Sept. '49, Feb. '51, Mar. '56, (poem) Feb. '66
North Shore Story (CNS&M) Oct. '53
Northern Indiana Railways Feb. '54
Not a Wheel Turning (fiction) Mar. '49
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Nova Scotia Light & Power Oct. '54

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Ohio Street & Interurban Rys. (list) Nov. '52
Oklahoma Traffic Boom June '45
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Orleans & Kenner Traction (La.) Sept. '51
Our Own Lingo (el. rail slang) Oct. '53

Pacific Electric
Jan. '42, Jan. '44, Aug. '54 (fiction), Aug. '59
Pantographs Down (fiction) Jan. '51
Patchogue Battery Car Line June '51
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Private Trolley (Tampa) July '40
Private Trolley Line (Toledo) Feb. '58

Queensborough Bridge Ry. Oct. '51

Rail Polisher (N.Y. subways) June '67
Rectifier Railway Car May '50
Remember the Days June '55
Retired Motorman's Paradise Aug. '60
Ride Memory Lane (Branford) Apr. '55
Riding the Running Board Aug. '45
Rise and Decline of Midwest Int. Sept. '53
Rochester (N.Y.) Subway Oct. '48

Sacramento Northern Ry. Dec. '40
Safety Last July '45
Salt Lake, Garfield & Western Dec. '48
San Francisco-Oakland Term. Ry. Aug. '59
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Sand Springs Railway Mar. '53
Sanford Traction Co. (Fla.) Oct. '50
Seashore Electric Railway Aug. '56
Seoul Narrow Gage June '63
750 Miles in 10 Hours Dec. '56
Shaker Heights Rapid Transit May '49
Shortest Line (Minneapolis) Jan. '47
Sightseeing Trolley (KCPS) June '41
Sixth Avenue Subway Line Jan. '40
60 Years of Pacific Electric Jan. '42
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South Shore Line (see CSS&SB)
Southern Cambria Ry. (Pa.) Apr. '48
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Steel City Traction Jan. '54
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Street and Interurban Lines ('45) Dec. '45
Street and Interurban Lines ('48) Jan. '48
Street and Interurban Lines ('50) Feb. '50
Street and Interurban Lines ('52) Mar. '52
Street and Interurban Lines ('56) Apr. '56
Street and Interurban Lines ('58) Oct. '58
Street and Interurban Lines ('63) Aug. '63
Streetcar Cavalcade Mar. '40
Streetcar Named "Mabel" Aug. '51
Streetcar Post Offices Sept. '38, Sept. '54
Streetcar Thrills Apr. '36
Streetcars at Christmas Jan. '40
Streetcars on Display (list) Apr. '60
Subways of the World Feb. '64
Subways and Els of World Feb. '38
Subway Wreck, 97 Killed Oct. '56
Sunset Lines (CA&E) Jan. '46
Swedish Underground Nov. '53

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Toronto Transportation Co. (roster) Feb. '58
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Trolleys in Mexico June '61
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Trolleyville, U.S.A. Oct. '66
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Twilight of Interurbans July '48
Twin City Lines (Inter-Campus) Aug. '46

United Traction (Troy, N.Y.) Dec. '55
University-Owned Car (U. of Ill.) July '43
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Vesuvius Railway (Italy) Jan. '45
Virginia Streetcars 1888-1949 Mar. '50
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West Va. Trolleys (list) Sept. '48
What Is an Interurban? Apr. '45
Wheeling Along South Shore Oct. '45
When Streetcars Were Young Nov. '54
White Flags Into Oblivion (NJRT) Feb. '51
Willamette Valley Line (see Portl. Elec. Pwr.)
Winona Story Dec. '52
World's Busiest Crossing (Chicago) June '44

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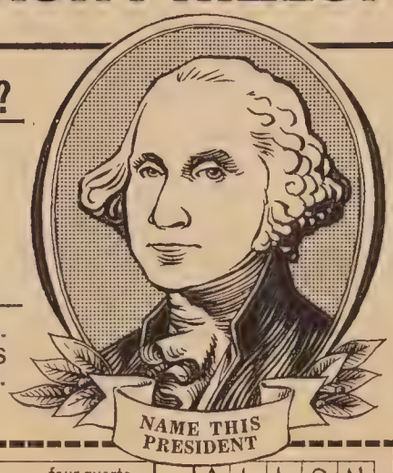

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NOT LONG AGO steam locos were so common in the U.S.A. that no one could be expected to know exactly how many there were nor where they were all located. But steamers are so rare today that most fans would welcome a guide book to those still extant. The Empire State Railway Museum has been issuing annual directories of operating steam service for the past few years. And now Victor Koenigsberg, Box 140, Rte. 1, Sheffield, Iowa 50475, has published his *U. S. Steam Locomotive Directory,* culminating 4½ years of research and thousands of miles of travel to track down the more than 1,400 specimens left in this country, including operating and display locos.

This volume contains more than 200 pages, 8½x11", with current location, status, history, and other information about each loco. Victor offers copies for $5.95 each, directly.

Setouts and Pickups

Railway Classics, purveyors of Christmas cards and prints of rail scenes, offers reproductions of two new paintings by Russ Porter; one of the Milwaukee depot in 1940 with a pair of *Hiawathas,* the other of C&NW loco 211 at Clintonville, Wisc., in 1911. Complete illustrated catalog, 50¢. Address: 102 Cherry St., Janesville, Wisc.

Thomas Johnson, 3119 W. Wabansia, Chicago, Ill. 60647; offers prints of hand-rendered line drawings of old-time locos, on heavy colored paper suitable for framing, including the *Thomas Rogers,* the *Abbot Lawrence,* and CNJ inspection loco, $1 each.

Audio-Visual Designs, P.O. Box 24, Earlton, N.Y., is offering prints of steam railroad photos in various formats: a portfolio of 8 views 11x14" by Don Wood and Jim Shaughnessy, both of whose fine work has often appeared in *Railroad,* for $2; a set of five 35mm slides of Reading T-1's on the lamented Iron Horse Rambles for $1; a large, 12-page all-Pennsy 1968 calendar for $3, and a varietly of color railroad postcards, 5¢ each. Get further details from the company. The calendar is de luxe: a variety of superb photos by Don

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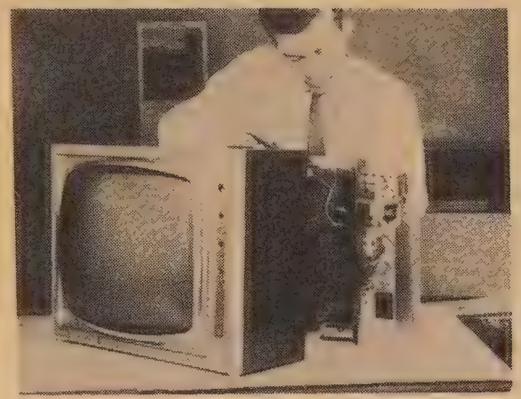

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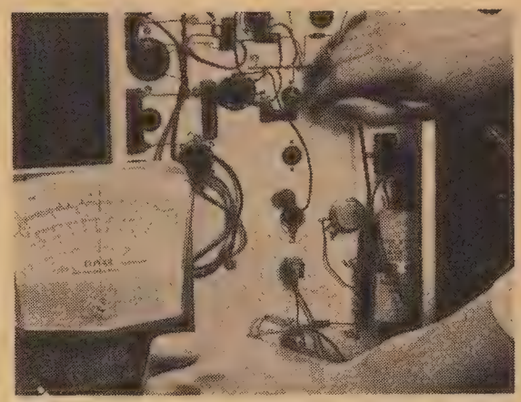

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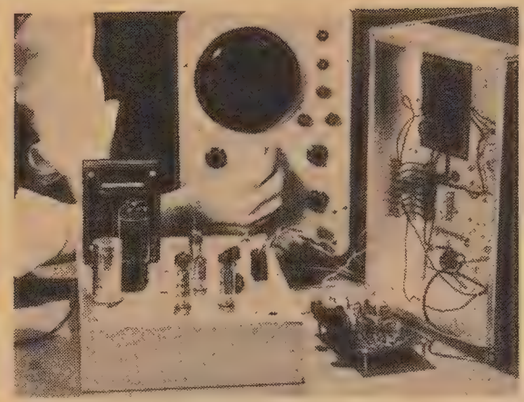

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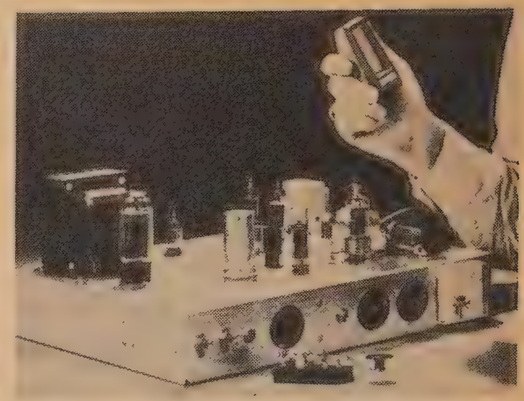

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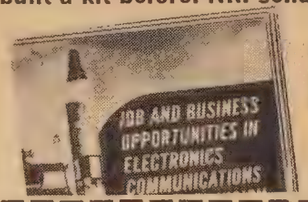

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H. C. ROBERTSON, Oroville, Calif., thinks NRI is just "tops." He has his own service shop, employs two men full-time, two part-time.

R. L. WOOD, Fargo, N.D., got his FCC License as part of his NRI training and is Master Control Engineer with KXIB-TV.

A. R. TOWNSEND, Topeka, Kan., is a missile officer at Atlas ICBM site; fixes radio and TV sets spare time.

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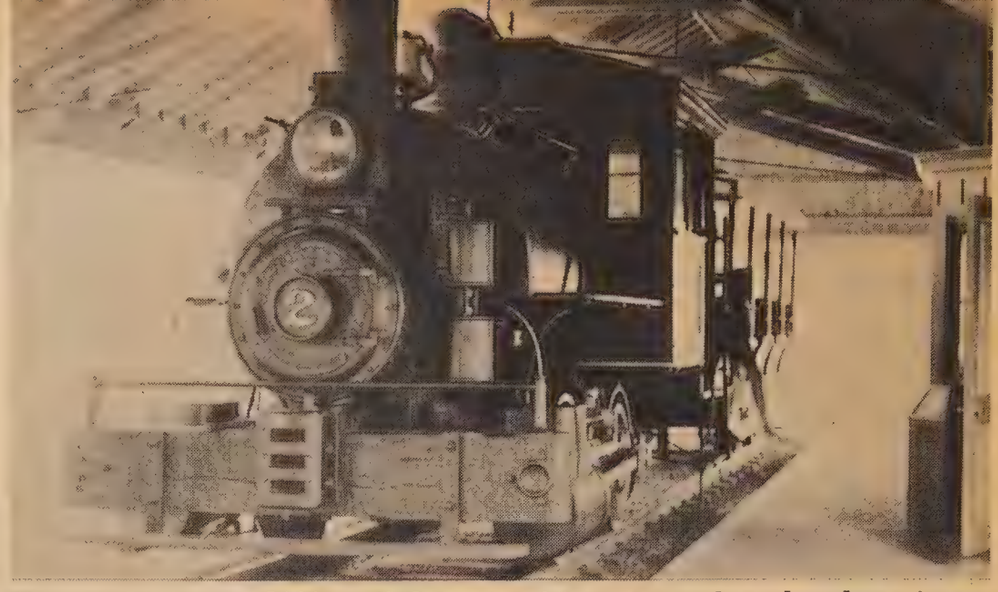
John Burnham Peck, 354 W. 21st Street, New York, N.Y., 10011, wants to buy any Burnham Williams or Burnham, Parry & Williams loco builders' plate. His grandfather and great-grandfather were George Burnham, Sr. and Jr., listed on the plates. Write first.

The Trans-Australian Railway was opened in Oct., 1917; medals have just been issued to commemorate its 50th anniversary. The medals are 1½" in diameter and are available in sterling silver for $10 each, bronze for $4, including a case with inscription. The issue has been approved by the Commonwealth Railways Commissioner. Order from Pacific Promotions Pty. Ltd., Box 954, Adelaide, South Australia 5001.



This 0-4-0T (Porter, 1901) pulled a train of horsecars such as that shown in our Nov. issue on the Marion River Carry RR., "shortest standard-gage railroad in the world," in the Adirondacks. Displayed at Adirondack Museum, Blue Mt. Lake, N.Y.
Roger Arcara, 2421 Webb Ave., Bronx 68, N.Y.

Payment should be made by international money order.

Meet railfanette Florence Van Meter (no kin to the T. W. Van Metre who wrote *Trains, Tracks, and Travel*). Her address is Box 269, Holmes Hall, University of Kentucky, Lexington, Ky. She is a freshman, in the university's honors program. "Last June," she writes, "a girl friend whose father works for the Southern Railway introduced me to locomotives, whereupon I rode in the cab of one of them, the 4501, around the Lexington yards. That was exciting. Since then I have had an increasing interest in railroads."

The Lehigh Valley has no more passenger service, and its former station at Ithaca, N.Y., is now a restaurant which maintains railroad atmosphere. Its announcement board lists the menu instead of train arrivals. The former ticket counter is now a bar; patrons sit on the old waiting-room benches and use ticket-punches to indicate their orders on menus printed as tickets. Externally, the building appears much as it did when new in 1887. Name of the restaurant: "The Station."

NRHS, Intermountain Chapter, will operate its last annual excursion from Denver to Craig, Colo., via the D&RGW trains 9 and 10, the *Yampa Valley Mail,* on Feb. 24-25th, the 40th anniversary of the opening of Moffat Tunnel route. Abandonment of this last Rio Grande local is believed imminent. Leave Denver 9:05 a.m. Sat., return Sun. 5:20 p.m. Fare, $22.50, including lunches. Tickets and info. from the Chapter, P.O. Box 5181, Terminal Annex, Denver, Colo. 80217. If train is discontinued, trip will run earlier. Write for date.

Several hundred people gathered at Altman Pass, Colo., 11,500 feet above sea level, the other day to witness the dedication of a granite memorial to the men who built and operated trains through the old Alpine Tunnel on the Denver, South Park & Pacific. Among those participating were Mac Poor, author of a history of the line; Dow Helmers, who wrote the book, *Historic Alpine Tunnel;* and Don Smith, author of *Chalk Creek to the Past.*

Jeff Skinner, retired Long Island Rail Road conductor of Williston Park, N.Y., has been collecting colored lithographs of railroad scenes for 20 years and now has about 400, representing about 80 lines. He also writes a column in the LIRR employees' journal.

New 56-page book on Boston's PCC cars has just been issued by the Boston Street Railway Assn., P.O. Box 102, Cambridge, Mass. 02138. Price of the 8½x11" illustrated book is $3.50.

With the addition of 4 new chapters at its national convention in Albany, N.Y., the National Railway Historical Society, Inc., now boasts 77 chapters and more than 4,700 members. The new units are British Columbia Chapter, Vancouver; Inland Empire Chapter, Spokane, Wash.; Potomac Highlands Chapter, Morefield, W. Va., and Wilmington (Del.) Chapter.

Over 700 members attending the Albany get-together took part in excursions on the New York Central, the Delaware & Hudson, and the steam-powered Green Mountain Railroad. They toured the locomotive-building

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How hundreds of far-sighted men are using spare hours <u>now</u> to assure themselves of a ready made income in the event of lay-offs or recessions that might affect their jobs.

All over the country it's happening. You may even know some of the men who already have started home operated businesses of their own in their spare hours. They keep their jobs. The "boss" doesn't know they are planning for independence. They do not have any heavy investments in equipment or inventory, because they buy their raw materials as they are needed. They have no overhead expense because they operate their businesses from their homes.

Yet hundreds are quietly developing a second source of income—an extra income right now for their spare hours; and a business that can be quickly expanded if it were ever necessary to look to it for complete support.

These "little" home businesses are little only in the sense that they require little capital to start and run, and they require little time on the part of the owner. The margins of profit in some of them are so fantastic as to be almost unbelievable —far greater than those usually enjoyed by big investment manufacturing.

And, there are many kinds and types. For the man who is mechanically inclined there are businesses in which he can use his hands as well as his head. For those who have no aptitude with tools there are small manufacturing operations that are almost automatic in their production methods.

One of the features found in many of these businesses is a wide and ready market for the product. Usually it is a product too small in total national market to attract the attention or envy of the big investors. So, the danger of competition from big operators is absent. Usually it is a product that enjoys a neighborhood demand so that good markets are found in any size community from the small town to the neighborhoods of the big city. Usually the cost of the raw materials is only about one tenth the selling price. One such product costs 11c for raw materials, yet sells readily for $1.00. Another sells for $18.95, yet the raw materials cost only 55c. Still another returns $2.75 for each 27c worth of raw materials.

In the same way that history had its "Minute Men," quietly trained and ready at a moment's notice, so today, we have a constantly growing number of "Ready Men." They are working at steady jobs in offices, stores, factories, gas stations. They have a regular income *now* —an income that only a few months ago was considered both *regular* and *dependable*. But when the signs went up, they started quietly to prepare for independence. They are ready. They have mastered the details of their businesses. They have been making twenty, thirty, forty, or more dollars a week as *extra* money—now—some times with others in the family helping. They have established the outlets for their products. But, more important than their present extra income, they are ready, overnight, to give their full time and to expand their businesses into full-fledged operations at increased income.

The fear of layoffs is gone from their hearts. The worried look induced by threats of recession has vanished from their faces. They face the future with confidence because they have sown the pennies that will be reaped as dollars when more dollars are needed—they have attained a sense of personal independence that puts them above worry and fear.

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It is not necessary to write a letter. Just send your name and address on a postcard and say you want complete free information on various home businesses offered by Warner Electric Company. Address your card to Warner Electric Company, at 1512 Jarvis Ave., Dept. R-7-AO, Chicago, Ill. 60626. You may want to plan a degree of security for the future that is not experienced by men who depend upon the ups and downs of others' businesses for their livelihood.

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This is the definitive book on ammunition for all types of shotguns, rifles and handguns, by America's leading ammunition authority, Winchester-Western. It is clear, concise, arranged for quick reference, and is a handy and complete shooter's handbook. Fully illustrated with drawings and photographs, its coverage is truly encyclopedic. The book traces in detail the history of ammunition, from the time when man first hurled a rock at a foe—or at a prospective dinner. It discusses the evolution of the cartridge, its chambering and parts, and the way they are named. It contains the up-to-date facts and figures on shotshells, barrels, ballistics, chokes, and loads for game in timber and open-country big game. How to choose shot size, and safety in loading and reloading are given complete coverage. In the chapter titled, "The Rifled Slug, a Deerslayer," the misunderstood rifled slug is examined and explained to enable a shotgun to be converted into a highly dependable deer rifle. In the chapter titled, "Basic Rifle Ballistics," the rudiments of rifle ballistics illustrate the difference between hits and near (usually far) misses. In the chapter titled, "Center Fire Handgun Cartridges," the flexibility, range, and power of the handgun are explored to make possible better scores and bigger game. The wealth of easy-reference material, statistical charts and glossary of technical terms make this book an indispensable manual for everyone who uses ammunition.

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• ABOUT THE AUTHOR •

Elmer Wheeler, known as "Mr. Sizzle" to millions of salesmen around the world, is always in great demand for speaking engagements. Early in his career Elmer took as his motto "Don't sell the steak—sell the sizzle," and turned it into an imposing business philosophy with a string of successes to prove it.

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plants of Alco Products at Schenectady and the construction site of the Central's new Alfred E. Perlman Yards, inspected the Great North Eastern Railroad Foundation's former NdeM steam locomotive 3028, and enjoyed a banquet.

David P. Morgan, editor of *Trains* magazine, spoke at a public relations seminar for NRHS chapter officers. Next two NRHS conventions will be held at Baltimore, Md., 1968, and Denver, Colo., 1969.

A 16-page mail-order catalogue listing more than 200 books, 150 cloth railroad emblems, and other railroad items is available from Railroadiana Shop, N.J. Museum of Transportation, Inc., Allaire, N.J. 07727, for an 8¢ stamp.

Puget Sound & Snoqualmie Valley RR., operated by the Puget Sound Historical Association, at Kimball Creek, near Snoqualmie, Wash., had to cease steam operation for Sundays and Labor Day last summer because of excessive dryness in forest areas. The order from the State Land Commission aimed to minimize fire hazard from sparks, and also closed logging operations in the area. The PS&SV began passenger operations last May 28th, on half a mile of track, using ex-Rayonier 2-8-2 No. 70, an ex-Northern Pacific open-end day coach, and an ex-NP caboose. Later, an open car built on a flatcar was added. Weather permitted resumption of operations Sept. 10th, with the season ending Sept. 24th. Track is being extended, and it is hoped that a 2-mile loop will be ready for the 1968 season, reports Grant Welbon, Seattle, Wash.

"Railbus shown by Joe Easley in *Along the Iron Pike*, Nov. issue, is not 2-foot gage," writes Greg Pulis, 48 Church St., Ramsey, N.J. 07446, "but is standard. It was the last piece of equipment built by the (2-foot) Sandy River & Rangeley Lakes RR. shops at Phillips, Me., and was built in 1935 for the Maine Central, which used it on the Rangeley Branch between Canton and Kennebago, Me., until the branch was abandoned in the late 1930's or early 1940's. This railbus is now owned by the Phillips Historical Society and is stored in Strong, Me. The 2-foot-gage railbuses are gone, except for one at Edaville."

The latter was built about 1928, according to Wesley J. Ewell, P.O. Box 621, Rio Grande, N.J. 08242, who says SR&RL had two railbuses of its own.

Next month: present-day loco roster of Great Northern Railway. ●

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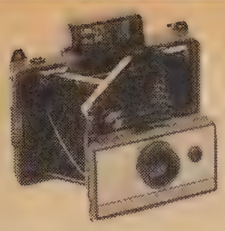

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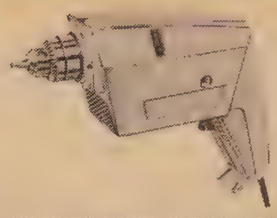

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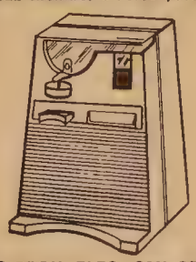

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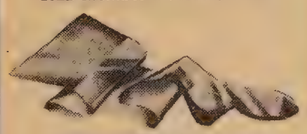

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Along the Steam Trail

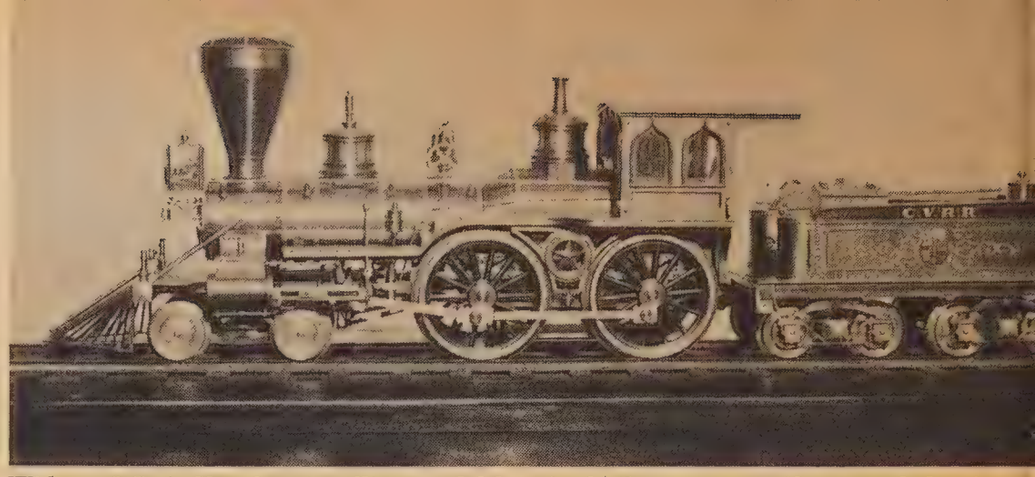
Passenger traffic on the Livonia, Avon & Lakeville decreased somewhat last year, due probably to the temporary retirement of Mikado 17, formerly of the Elk River Coal & Lumber Co., reports Richard F. Palmer, 139 William St., Watertown, N.Y. The 2-8-2 needs new staybolts; a 44-ton diesel presently hauls the trains.

Richard adds that Rail City at Sandy Pond, N.Y., has a new owner, B. T. Weber Enterprises of Rochester, N.Y. A rehabilitation program is under way. Trains are pulled on week-ends by ex-Bath & Hammondsport 2-6-0 11, with a Plymouth gasolene loco occasionally substituting. Meanwhile, Smith Equipment Co. is building a 4-mile railroad at their amusement park at Tioga Center, N.Y. Plans are to use the Vulcan 0-4-0T purchased some time ago from Dexter Sulphite Pulp & Paper Co.

One of Alco's last steam locos, the former Nacional de Mexico 3028, is now housed in a steel engine house on the Tri-County Fair grounds near Schenectady, where the Alco plant built the 4-8-4 in 1946. Acquiring her culminated a 4-year search by the Great North Eastern Railroad Foundation, P.O. Box 594, Schenectady, N.Y. 12301, a non-profit group which bought the engine from Mexico last November. The 3028 is still in operating condition and may be used for special trips in the central New York State region. The Delaware & Hudson provided the spur from its own tracks to the enginehouse for use in moving the old engine.

Gold Coast Railroad, 811 S.W. 6th St., Ft. Lauderdale, Fla. 33315, has obtained a site for its projected operating steam line. The Port Commissioners have leased land on their right-of-way sufficient to provide a 4-mile round trip, and the Florida East Coast Railway has donated 900 feet of rail, reports *Steam 'n' Steel,* the line's monthly bulletin. Donations are sought for a fund for construction of trainshed, station, and fences; all donations are tax-deductible. GCR cloth emblems are available for 50¢ each and a 5¢ stamped envelope from Lois C. Beekman, above address.

Steam locos on display in Indiana include Nickel Plate 2-8-4 in Lawton Park and Lake Erie & Ft. Wayne 0-6-0 in Swinney Park, both in Ft. Wayne; Elgin, Joliet & Eastern 2-8-2 near South Shore line depot in downtown Gary: NKP 2-8-2 near Erie-Lackawanna yards in Hammond; NKP 2-8-2 in Broadripple Park, Indianapolis; and Chesapeake & Ohio 2-8-4 in park just west of C&O yard in Peru, reports Jim McKay, who notes that the Indiana Railway Museum, at Westport, operates an 0-4-0T pulling an ex CA&E interurban car.



Widow of G. A. Vaughan is selling model loco he built years ago. (See item below.)

Readers who recall the late Guy A. Vaughan, builder of ⅜"-scale operating models, or who read his story in our Aug. '48 issue, should know that his widow is offering for sale the last loco he built. A masterpiece of craftsmanship in brass, copper, steel, and duralumin, the electrically-powered 4-4-0 is a replica of the Central Vermont's *Gov. Smith* of the Civil War period. Vaughan built seven engine models over a period of 30 years. A price of about $950 has been set on the *Gov. Smith.* Write to Mrs. Guy A. Vaughan, 424 Third St., Fall River, Mass. 02721.

After more than 4 years of collecting, preparing, and assembling rare steam railroad cars and equipment, the Wanamaker, Kempton & Southern opened their new museum to the public last summer. Thousands of artifacts connected with steam railroading are housed in the 4 cars comprising the train, which, with its non-operating steam loco, is located at Kempton, Pa. Closed during the winter, it will reopen in April.

T. R. Miller Mill Co., Brewton, Ala. 36426, offers a Baldwin 2-4-2T steam loco for sale. The 35-ton engine was bought new in July, 1904, by the City of St. Louis and had several owners until acquired by Miller in 1935. With 40" drivers, 14x28" cylinders, and an operating pressure of 140 lbs., this should be well suited to an operating museum line. Owner says she still has lots of power. Address Max W. Curran at the company. (Max, a photographer, supplied us with pictures of Miss Joyce Byrd, amateur locomotive engineer.)

"Canadian Pacific class G-5 light Pacifics were not equipped with Standard BK stokers, as stated in your August issue," writes Clayton Snyder, 6633 N. Drake Ave., Lincolnwood, Ill. 60645, "but with the first Standard HT-1 stokers, which, in 1944, were the first of that type applied to Canadian power. Because they were driven by small 5x5" (bore and stroke) engines instead of the conventional 7x7" engines, they did 'look like toys,' as the article stated. And they could fire only 4 tons of slack coal per hour, compared to the 12-ton output of the full-size HT or BK stokers.

"The HT-1 stoker was widely used on short lines in the United States, as well as on the 2-8-0 locos which the War Department sent to many countries overseas during World War II: Finland, Russia, France, Greece, China, et al. All Canadian stokers were built under license by Montreal Locomotive Works. I worked for Standard Stoker's engineering department for 13 years and have a complete set of their catalogs and instruction books. Some parts are in Portuguese, Spanish, Chinese, Russian, and even Afrikaans! Will be glad to correspond with those who knew and used Standard stokers and to answer questions—if a self-addressed stamped envelope is enclosed."

"I am a driver (engineer) employed at the Saltley motive power depot (roundhouse) at Birmingham," writes John Ford, 144 Manor Road, Stechford, Birmingham 33, England. "Saltley was a depot of the London, Midland & Scottish (now British Railways) and among the many types of locomotives we had there were class 5 4-6-0's, 3-cylinder 4-6-0's, and class 9 2-10-0's. Three of the latter were fitted experimentally with Berkeley mechanical stokers. Very few British locomotives were so equipped.

"I want to hear from any reader employed in footplate grades (engine service) or any who would lend me 8mm. cine film of Norfolk & Western Mallets at work. I could send in return film of British locos and trains."

John says his friends at the roundhouse wait anxiously for him to finish with his subscription copies of *Railroad Magazine* so they can borrow them.

Someone asked us if the D&RGW runs freight as well as passenger trains on its narrow-gage line. Yes, indeed! Ernest W. Robart, 1919 E. Coal Ave., Albuquerque, N.M. 87106, reports that he personally observed the following

freight movements during part of last summer between such points as Alamosa, Chama, Durango, Farmington:

Engines 473, 478 deadheaded 20 passenger cars.

Engines 487, 498, 16 loads pf scoria (volcanic cinder ballast), 20 loads of drill mud, 5 of lead pipe, one flatcar loaaed with two hanacars, and 2 observation cars for Silverton passenger train.

Engine 484, 29 empties.

Engines 498, 484, 25 empties, picked up 2 loads of coal.

Engine 483, 40 empties.

Engine 487 with 18 boxcars of lumber and 40 empties.

Engines 484, 498, 29 empties on first trip, 18 loads of lumber plus an additional car on second trip.

Engine 483, 39 empties.

Engines 484, 498, 24 loads of pipe, 2 loads of scoria.

Engine 487, 39 empties

Engines 484, 498, 27 empties on first trip, 27 empties on second trip, then 55 empties into Alamosa, 498 running light.

Engine 483, 47 empties.

Engines 487, 483, 10 loads of lumber, 2 loads of coal, 8 empties, picked up 47 empties. Total of 67 cars out of Carbon Jct. Injector trouble on 487 at Highway 160 crossing. Hotbox on coal car between Falfa and Florida. Hotbox on fire on same car, same axle, at Oxford. Conductor pulled the air as both engines started working steam. Coupler was yanked out of idler flatcar. Then farm tractor hauled an idler flat off the track. Flat ahead of the idler had air system damaged. With the coal car, it was set off at Oxford. The other 64 cars went on into Chama.

Engines 483, 493, 24 loads of pipe, 15 of drill mud.

Engines 487, 498, 29 empties on first trip; 25 cars, including 10 loads of lumber, on second trip.

Engine 493, 39 cars. Hotbox at Amargo. 483, 493 ran from Gato to Bocoa Hill.

Engine 493, 24 loads of pipe, 15 of drill mud. 493 derailed near Flora Vista.

Engines 498, 497, 21 loads of drill mud, 18 of pipe, 10 idler flats. This was 497's first run after a class 3 overhaul.

Engine 483, 4 loads of lumber and one flat. Picked up one flat at Oxford (the flat with the damaged air system previously mentioned.) Crew ignored order to pick up coal car at Oxford and 18 stock cars at Lumberton because journals needed repacking.

Engines 483 and 498, 4 loads of lumber, 24 other cars. No Cumbres turn; 498 ran light.

Engine 497, 21 loads of drill mud, 18 of pipe. 493 ran light from Durango to Gato. 493 and 497 doubleheaded from Gato to Bocoa Hill.

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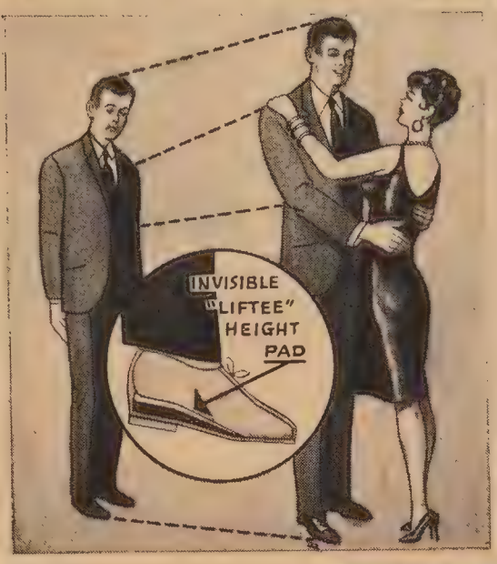

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Are you handicapped in your social contacts because of a short appearance...tired of being called shorty? Now, at last you need not suffer this embarrassment any longer with the aid of "LIFTEE", the new amazing **HEIGHT INCREASE PADS.** Simply slip these invisible pads in any pair of shoes. Now step into them and add 2 inches in height. **THE SAME HEIGHT INCREASE AS EXPENSIVE HEIGHT INCREASING SHOES,** for a fraction of the cost, to give you new poise and self-confidence — a key to success and romance. No one will suspect that you are wearing them — but what an impressive difference they make! These **LIGHTWEIGHT FOAM RUBBER AND CUSHION CORK PADS** fit securely without gluing and interchangeable in any shoes. "LIFTEE" is scientifically designed for real walking comfort and an aid to to better posture. "LIFTEE" is worn by thousands of smart men and women in all walks of life. Durable and shock absorbing. State man's or woman's shoe size.

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Rush my "Liftee" Height Increase Pads in the size checked below. I will pay postman on delivery only $1.98 plus postage and handling. I must be absolutely satisfied or I can return the pads within 10 day trial and my money will be refunded.

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☐ Mans Shoe Size_____ ☐ Ladies Shoe Size_____

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Denver & Rio Grande Western wants to abandon its narrow-gage freight operations, such as this double-header with 42 cars near Arboles, Colorado. Snapped last June 13th by Ernest W. Robart, 1919 E. Coal Ave., Albuquerque, N.M. 87106, who will answer readers' requests for up-to-date information on the status of Rio Grande narrow-gage service.

TEST YOUR TALENT!

CONTEST PRIZE:
$675.00 Scholarship in Commercial Art

Draw the boxer any size you want except like a tracing. Use pencil. Every qualified entrant gets a professional estimate of talent. Winner receives a complete course in commercial art. Students are taught, individually, by professional artists on the staff of one of America's leading home study art schools. Purpose of contest is to uncover hidden talents. Entries for the contest must be received by February 29, 1968. No entries can be returned. Our students and professional artists not eligible. Contest winner will be notified. Mail your drawing today.

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Please enter my drawing in your contest.
(PLEASE PRINT)

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City_____ State_____

County_____ Zip Code_____

Accredited by the Accrediting Commission of the National Home Study Council. Approved for Veterans Training.

Camelback 2-6-0, class C-3, built in 1908, at Communipauw yard, Jersey City, in '33.

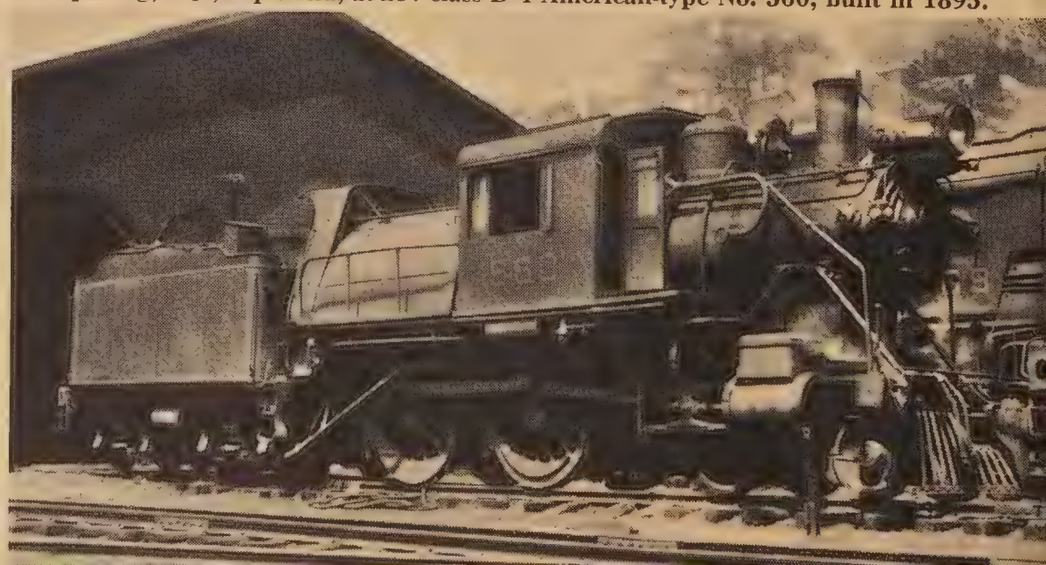
All 4 photos from Harold K. Vollrath, 8938 Maple Dr., Shawnee Mission, Kansas.

Jersey Central Railroad

Locomotive roster for 1930

Numbers Road	Type	Class	Builder	Year Built	Cyls.	Dri.	Tractive Effort
1- 8	0-6-0	B-3	Brooks	1901	20x26	51	138500
9- 13	"	B-3a	"	1902		"	
14- 23	"	B-3a	"	1906			
24- 33	"	B-3b	CNJ	1910		"	
34- 38	"	B-4	"	1912		"	
39- 41	"	B-4	"	1913			
42- 45	"	B-4	"	1914		"	
46- 49	"	B-4	"	1915		"	
50- 54	"	B-2	Brooks	1902	18x24	51	123060
55- 59	"	B-2	Baldwin	1902			
60- 66	"	B-2	"	1903			
67- 75	"	B-2	Brooks	1903			
76- 85	"	B-2	Baldwin	1904			
86- 99	"	B-2	Brooks	1905			
100	"	B-2	"	1905	18x24	51	123060
101-110	"	B-6s	Cooke	1918	21x28	51	163500
111-115	"	B-7s	Schenectady	1923	23x26	51	197000
135-140	"	B-5	Baldwin	1918	22x26	51	160000
150-157	4-6-0	L-5ds	Brooks	1900	21x28	69	201500
158	"	L-5a	"	1900	20x28	"	177000
159	"	L-5ds	"	1900			201500
160-166	"	L-5ds	"	1901			
167	"	L-5as	"	1902	21x28	69	201500
168	"	L-5es	"	1902		"	
169-170	"	L-5es	"	1903			
171	"	L-5bs	"	1903	20x28	69	177000
172-174	"	L-5es	"	1903			
175-176	"	L-5es	"	1906			
177	"	L-5cs	"	1906	20x28	69	177000
178-179	"	L-5es	"	1906			
180	"	L-5cs	"	1906			
181-184	"	L-5es	"	1906			
200-204	2-6-2T	J-1s	Baldwin	1902	18x26	63	206400
205	"	J-1	"	1902	"	"	169900
206-208	"	J-1s	"	1902			
209-210	"	J-1	"	1902			
211-219	"	J-1s	"	1903			
220-224	"	J-1s	"	1904			
225-230	4-6-4T	H-1s	"	1923	21x26	63	291640
270-274	0-8-0	E-1	Schenectady	1912	24x30	55	229500
275-279	"	E-1	Baldwin	1914		"	230000
280-289	"	E-1	Schenectady	1917		"	229500
290-294	"	E-1	CNJ	1918			
295-304	"	E-2s	Schenectady	1923	24x30	55	238500
305-314	"	E-3s	Baldwin	1927		"	255090
315-319	"	E-4s	"	1929		"	262170
320-324	"	E4as	"	1930		"	
371	2-6-0	C-3	CNJ	1907	19x26	63	153600
372-376	"	C-3	"	1908			
430-434	4-8-0	K-1as	Brooks	1899	20x32	55	224400

Phillipsburg, N.J., Sept. 2nd, 1923: class D-4 American-type No. 560, built in 1895.

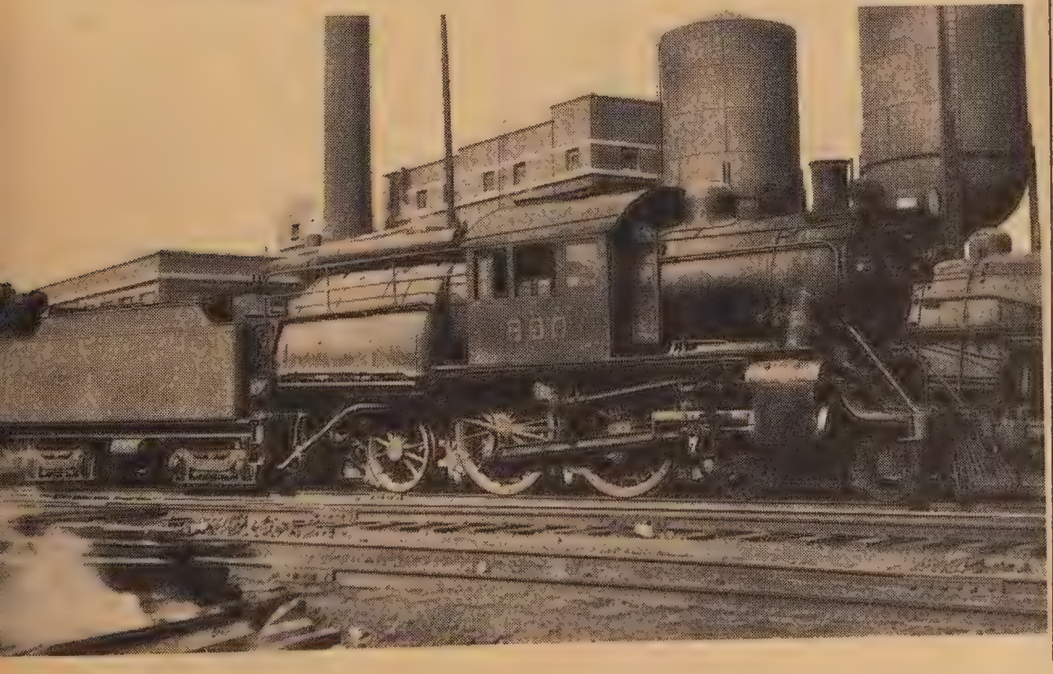


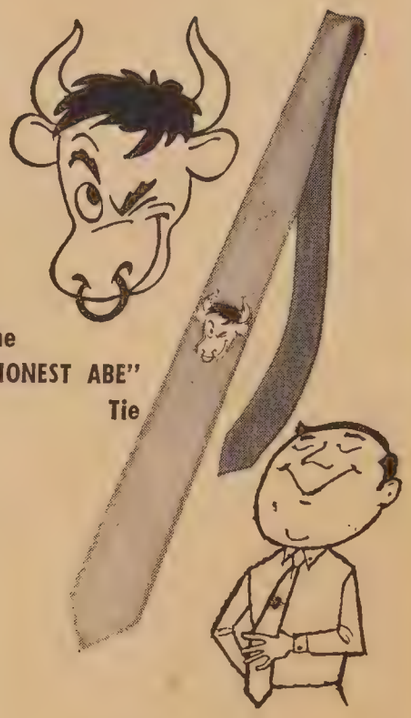
Fast 4-6-0 No. 768, class L-7s, built in 1912, preparing to leave Jersey City terminal.

435-436	"	K-1s	"	1899			217000
437-439	"	K-1as	"	1899			224000
439	"	K-1s	"	1899			
440	"	K-1as	"	1899			
441	"	K-1s	"	1899			
442-454	"	K-1as	"	1899			
455-456	4-8-0	K-1as	Brooks	1900			
457	"	K-1s	"	1900			
458-465	"	K-1as	"	1900			
466	"	K-1s	"	1900			
467-469	"	K-1as	"	1900			
470-475	"	K-1as	"	1901			
476	"	K-1s	"	1901			
477-480	"	K-1as	"	1901			
557-559	4-4-0	D-9s	"	1905	19x26	69	173600
590-592	4-4-2	P-6s	"	1901	22x26	79	215700
593-595	"	P-6s	"	1902			
600-624	4-6-0	L-4s	"	1902	19x26	69	186100
625-630	"	L-4s	"	1904			
650-653	2-8-0	I-6as	"	1903	20x32	55	227500
654	"	I-5s	"	1903			213000
655-659	"	I-6as	"	1903			
660-661	"	I-5as	"	1905		"	227000
662-663	"	I-6as	"				
664-665	"	I-5as	"				
675-684	"	I-4s	"	1906	21x32	61	231000
750-756	4-6-0	L-6s	Baldwin	1910	22x28	69	217200
757-759	"	L-6as	"	1910		"	225100
760-769	"	L-7s	"	1912	23x28	69	225100
770-779	"	L-7as	"	1913		"	225600
780-789	"	L-8s	"	1919	23x28	69	225600
800-805	4-4-2	P-7s	Reading	1912	23x26	79	223000
810-814	4-6-2	G-4s	Baldwin	1930	26x28	74	333830
820-825	"	G-1s	"	1918	"	79	293400
826-830	"	G-2s	"	1923		"	307620
831-835	"	G-3s	"	1928		"	326470
840	0-4-0	A-1	"	1907	17x24	44	112500
850-859	2-8-2	M-1s	Brooks	1918	27x32	63	320000
860-870	"	M-2s	"	1920		"	337000
871-875	"	M-2as	"	1922		"	342500
876-895	"	M-2as	"	1922		"	339000
896-915	"	M-3s	Schenectady	1923		"	343500
916-935	"	M-3as	Baldwin	1925		"	340510
999	4-4-0	Inspec.	"	1903	15x20	61	106800

Roster supplied by Charles E. Fisher, president and editor of R&LHS, and Warren Crater.

No. 800, class P-7s, one of the high-wheeled Atlantics famous for speed runs, built in 1912 at Philadelphia & Reading shops, rebuilt by Baldwin, 1921, pictured in '23.





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Wear this strikingly unique neck-tie and, when they start telling those tall hunting and fishing tales, just flash your tie in their faces. They'll get the point, all right, when they see the Stuffed Bull's Head With the Winking Eye.

And what a wonderful gift for that buddy of yours who sometimes toys so carelessly with the truth.

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MAGNIFYING READING GLASSES $2.98

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Steam in Chicago

Many railroad men are also railfans. For example, Billy M. Byrd, 369 S. Harrig St., Madisonville, Ky., is an engineer on the Evansville Division of the Louisville & Nashville. The other day, memories of the Steam Age were brought back to him by the fact that he helped to steam up and he fired ex-Grand Trunk 4-6-2 No. 5629, built by Alco in 1924. That engine belongs to Richard Jensen, 7439 W. Madison St., Forest Park, Ill., who is head of the Mid-West Steam Railfans Association.

"The 5629 used to haul fast limiteds," Billy tells us. "She has the exact specifications of the L&N's old 270 series, class K-5, except that she has a standard stoker instead of a Hanna and a Worthington feedwater heater. Five such engines were built for the GT, numbered 5627 to 5631. The other four were scrapped long ago. No. 5629 would have met the same fate if Mr. Jensen hadn't bought her. She is kept in space rented from the Chicago & Western Indiana in its roundhouse on Chicago's south side. Maintained by local railfans and experienced steam enginemen, she is brought out now and then for an excursion.

Railfan Sid Loving and I went to Chicago. Mr. Jensen met us and took us to the roundhouse to steam up the engine. She had been standing idle for three months, so everything had to be checked before we could make a shakedown run. A hostler backed C&WI engine 256 next to the 5629 and connected a specially-built steam pipe to the latter's blower. Soon the steam gage was climbing to 200 pounds.

"When she was ready, engineer 'Bud' Young took the throttle while I operated the stoker and feedwater pump. With Sid, Mr. Jensen; and the C&WI master mechanic, also in the cab, we moved onto the turntable and then out to the main line to Hammond, Ind., about 25 miles away. At the once-familiar sound of a steam whistle and exhaust, people ran to the trackside to see what some of them must have thought they'd never see again. Every time we stopped for a red signal we checked the bearings and bushings to be sure they were running cool. The right bottom crosshead jib became hot. After dosing it with oil, we returned to Chicago, where it was taken off and machined down.

"Next day Sid and I, with engineer Young and fireman Hamdey Alley, boarded the 5629 and backed down to Dearborn Station. There we coupled on 21 cars—a baggage car next to the engine for tape-recording equipment, 19 coaches filled with more than 1400 riders from 16 states, and a private car belonging to Robert Hogan, an insurance executive (one of the very few privately-owned railroad cars in North America). At 9:05 a.m. the conductor pulled the bell cord. Young sounded the whistle and bell, opened the throttle.

"Between 51st Street and Dearborn Station is a pretty good grade, but the 4-6-2 climbed it with ease. The thunder of her exhaust rebounded from nearby buildings and railroad cars on sidings. With green signals, the old Pacific accelerated on her way to South Bend, Indiana. The stoker operated at 20 pounds' pressure, the jets were set, the feedwater pump was working, a brownish haze emanated from the stack, and the steam gage registered 200. As speed increased, the sharp barks of the exhausts blended into a continuous roar. We were making 73 miles per hour.

"In every town we passed, hundreds of people had gathered to see us go through and at every road crossing others were making photos, movies, and tape recordings. The Valparaiso (Ind.) Fire Department watered the 4-6-2 on that run and on the return trip. Old 5629 performed perfectly. The experience made me very happy.

"Incidentally, Mr. Jensen also owns the ex-Burlington 5632 (4-8-4) and 4963 (2-8-2) and a ten-wheeler, No. 102 from the Georgia Northern and the Crabtree Coal Mine."

New British Recording

British Steam, available from Sonologue Ltd., 9-10 Pollen St., London W1, England, no price given, is the first English rail album this reviewer has come across. Recent recordings of modern British Railways power include a cab ride on a Britannia class Pacific (good coal-scoop sounds here); steam freights working up Shap, the famous helper grade; a short trip behind a 1957-vintage 2-6-4T on branch-line passenger, and a session in a "signal box" (tower) along the one percent Ais Gill grade, that takes up the entire second side.

In a country almost devoid of grade crossings, there's little whistling, just a toot here and there, but only the tanker carries the traditional English peanut whistle. The 4-6-2 has a high-pitched chimer, while a couple of other locos sound deep single-tone N&W-style bootlegs. However, the recording quality is not quite up to U.S. standards—it's somewhat thin and distant—and the result, in combination with the subdued stack music, is rather unexciting. The album also is marred by narration; but the narrator *is* informative, and so are the detailed jacket notes, in explaining the ringing signal-box bells and other facets of British operation. — *Howard Shottenfeld*

Fred Steck, Route 1, Reese, Mich., operates this unusually neat steamer on his property. Built by Baldwin in 1920 for the Florida & Alabama RR., she became No. 18 of the Mobile River Saw Mill Co., Mt. Vernon, Ala., where she was wood-fired (note spark-arrester on stack). Steck bought her in 1962; reconditioning took about 5,000 spare-time hours.

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Gain Prestige, Big Income, Job Security • What Other Career Offers a Better Future?

If you're an average man, with some high school education, the door is wide open to get into a fast-growing professional field. No previous experience is necessary. You can operate privately part-time, then switch to full-time later and **you can often earn while you learn.**

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Some men have received their diplomas in five or six weeks. (And the cost is less than you'd imagine, with payments as little as $10 a month.)

Earnings Like These in Our Files!

Anthony Allen of Baltimore writes that he is now making $1080 a month. John Parzynski, a former plant guard, writes he has made $38 a day, working only part time. Bill Peck averaged $188 a day investigating hurricane claims. Oscar Silcox earns as much as $100 a day working as an independent investigator.

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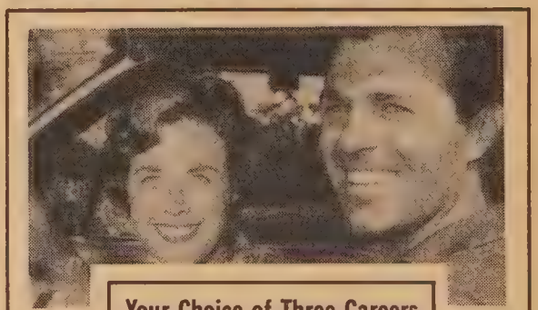
The coupon at right or postcard addressed to Jim Edwards, Dept. 151, Liberty School, 162 E. Cook, Libertyville, Illinois 60048, brings you complete information. No salesman will call. (The Liberty School is fully approved under the new G.I. Bill for Veterans and Servicemen's Educational Benefits.)



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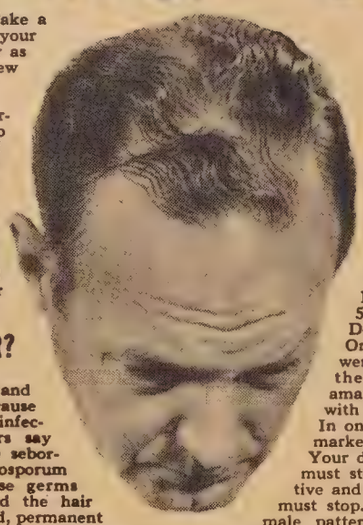
Stand in front of a mirror. Take a long hard look at the top of your head. Do you have as much hair as one year ago? Do you see any new hair growth?

If your answer is no, it is important that you take steps today to save the hair you now have. If you act now, you may be able to reverse the trend on your head. You may be able to grow new hair faster than it is falling out. Doesn't that make sense to you? Wouldn't you like to look in the mirror a year from now and see more hair on your head than you see now? Why lose your hair if you don't have to?



CAN YOU SAVE YOUR HAIR?

Every year thousands of men and women go bald—needlessly—because of a scalp infection. This scalp infection is called seborrhea. Doctors say that three germ organisms cause seborrhea: staphyloccocus albus, pityrosporum ovale, and microbacillus. These germs attack the sebacious glands and the hair follicles themselves. If not checked, permanent damage is done. The hair follicles atrophy, lose their ability to produce new hairs. The result: premature baldness.

You can easily tell if you are a victim of seborrhea. If you have itchy scalp, dandruff, hair loss, very dry or oily scalp, the chances are that you have seborrhea. Neglect these symptoms and you invite baldness.

Treat your scalp to Ward's Formula. This amazing scalp medicine quickly controls seborrhea and stops the hair loss it causes.

Male pattern baldness is the cause of the great majority of cases of baldness and excessive hair loss, for which neither the Ward treatment nor any other treatment is effective.

DOUBLE MONEY BACK GUARANTEE

In seconds, Ward's Formula kills these three parasitic germ organisms retarding normal growth. This has been proven in scientific tests by a world-famous testing laboratory (copy of laboratory report sent on request). Ward's removes infectious dandruff, stops scalp itch, brings hair-nourishing blood to the scalp, tends to normalize very dry or oily scalp. Ward's Formula corrects the ugly symptoms of seborrhea, stops the hair loss it causes. Ward's Formula has been tried by more than 550,000 men and women on our famous Double-Your-Money-Back-Guarantee. Only 1.9% of these men and women were not helped by Ward's and asked for their double refund. This is truly an amazing performance. Treat your scalp with Ward's Formula. *Try it at our risk.* In only 10 days you must see and feel the marked improvement in your scalp and hair. Your dandruff must be gone. Your scalp itch must stop. Your hair must look more attractive and alive. Your hair loss due to seborrhea must stop. If your hair loss is the predominant male pattern baldness type, which neither our product nor anything else will help, accept Double Your Money Back for your trouble. If your hair loss is due to seborrhea, you must be delighted with the results. You must be completely satisfied, or simply return the unused portion for your double refund. We take all the risk. So why delay? Delay may cost your hair.

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☐ Send C.O.D. I will pay postman $2 plus postal charges.
☐ Send triple size for $5. You save $1

DOUBLE MONEY BACK GUARANTEE

Shortlines of Iowa

Present-day locomotive roster compiled by Sy Reich

Cedar Rapids & Iowa City Railway

Road Numbers	HP	Builder	Bldr's Model	Wheel Arngt.	Tractive Effort	Weight	Date Built	Notes
90	800	GM-EMD	SW8	B-B	62,000	?	1953	1
91-93	800	GM-EMD	SW8	B-B	57,500	230,000	1953	
94	900	GM-EMD	SW900	B-B	57,500	230,000	1958	

Davenport, Rock Island & North Western Railway

1-2	660	Alco-GE	S3	B-B	59,700	198,000	1951-2	
3-4	660	Alco-GE	S3	B-B	59,700	198,000	1952	
5-7	660	Alco-GE	S3	B-B	59,700	198,000	1953	

Des Moines & Central Iowa Railway

100	600	GE	70-ton	B-B	41,300	139,000	1947	2
600	600	GE	70-ton	B-B	41,300	139,000	1947	3
700	600	GE	70-ton	B-B	41,300	139,000	1947	3
1000	500	Whitcomb	75-DE-12c	B-B	37,500	150,000	1951	4

Des Moines Terminal (Owns no locomotives)

Des Moines Union Railway

1-3	660	Alco-GE	S1	B-B	58,200	194,000	1940	5
4	660	Alco-GE	S1	B-B	50,400	198,000	1946	
5	1000	GM-EMD	NW2	B-B	61,325	245,300	1940	6
6	1000	GM-EMD	NW2	B-B	61,325	245,300	1940	6

Fort Dodge, Des Moines & Southern Railway

401	660	GE	70-ton	B-B	41,300	137,600	1953	
402	660	GE	70-ton	B-B	41,300	139,000	1954	
403	660	GE	70-ton	B-B	41,300	139,000	1955	
404-406	660	GE	70-ton	B-B	41,300	139,000	1955	
407-408	660	GE	70-ton	B-B	41,300	139,000	1948	7
409	660	GE	70-ton	B-B	41,280	139,000	1950	8
410-411	660	GE	70-ton	B-B	41,300	137,600	1949-50	9
501	500	Plymouth	65-ton	B-B	32,500	130,000	1936	10
502-503	380	GE	44-ton	B-B	26,400	88,000	1941	11
504-505	380	GE	44-ton	B-B	26,400	88,000	1945	12

Iowa Terminal Railroad (See note 13)

Keokuk Union Depot Company (Owns no locomotives)

Iowa Roster Notes

Roster is based on data from officials of TP&W, CRANDIC, DRI&NW, DMUR, FDDM&S, KCPSFO, Whisler Equipment, Raymond International, SCT, PT, SI, Waterloo, Interlake Steel, and Nicholson Terminal & Dock Co. It is accurate as of the second quarter, 1967. For the purpose of our rosters, a shortline is defined as a common carrier railroad listed in either the Official Guide or Pocket List of Railroad Officials, or both, which has a route less than 400 miles. Locomotive builders: GM-EMD, General Motors, Electro-Motive Div.; Alco-GE, American Locomotive Co.-General Electric; GE, General Electric; MCWH, Maguire-Cummings-Westinghouse; EMC, Electro-Motive Corp.; LH, Lima Hamilton; and Alco Pr., Alco Products;

(1) CRANDIC 90 as originally Unity 53 (CRANDIC claims 50), then CRANDIC 90.

Mt. Washington Tragedy

A passenger safety record of 98 years was shattered at about 5:50 p.m. on Sunday, September 17th, when 8 persons were killed and more than 70 injured in a derailment of a Mt. Washington Cog Railway train. This famous tourist attraction, opened in 1869 and still powered by steam locos, ascends a grade averaging about 25 percent, the steepest being 37.4. Locos push the single coaches uphill and back down ahead of them, braking with the cogwheels.

On the fatal trip the *Ammonoosuc*, on her way down, was passing the first switch about a mile from the summit when she shook and fell off the road. The coach then began coasting away. It sped down the trestle, hurtled off the track at a curve, and landed on its side in a gorge. One report said the *Ammonoosuc* ran afoul of the switch, which had been left open. The single-track line has several sidings to permit opposing trains to pass. Normal speed is about 4 mph; a one-way trip usually takes just over an hour.

There had been other accidents on the line, none of them fatal except in 1929. At that time, there was a celebration for which the line's first loco, *Old Peppersass*, had been rebuilt, vertical boiler and all, and was fired up for a ceremonial trip preparatory to being retired as a museum exhibit. She had not been used for years, and pieces were missing, necessitating extensive restoration. With officials and news reporters aboard, *Old Peppersass* chugged successfully to the summit. On the descent, however, her cogwheel broke, precipitating a runaway. All on board jumped clear, except one reporter, who clung to the engine, which was derailed at high speed and distributed herself and the rider over the mountainside in pieces. *Old Peppersass* was later put back together and remains a non-operating exhibit at the base station. Not as much could be said for her victim.

In 1957 and 1966, locomotive breakdowns caused trains to be stranded for brief periods, but without injuries to patrons or crew. An unattended flatcar escaped one day in 1946 and crashed into a coach, injuring 20 people. A runaway in 1949 was stopped by safety brakes after a 1,000-foot journey.

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Iowa Transfer Railway

1	?	MCWH	Electric	?	?	130,000	?	14
2	660	Alco-GE	S1	B-B	49,500	198,000	1950	

Sioux City Terminal Railway

DE1-DE2	600	GE	70-ton	B-B	41,300	139,000	1951	
DE3	600	GE	70-ton	B-B	41,300	139,000	1956	15

Southern Industrial Railroad

9735	400	EMC	?	?	?	?	1927	16
9769	400	EMC	?	?	?	?	1927	16

Toledo, Peoria & Western Railway

100-101	1500	GM-EMD	F3A	B-B	58,120	232,500	1947	17
102-103	1500	GM-EMD	GP7	B-B	60,100	240,800	1952	
200	1500	Alco-GE	RS-2	B-B	62,500	250,000	1948	
201	1500	Alco-GE	RS-2	B-B	57,500	230,000	1948	
202-203	1500	Alco-GE	RS-2	B-B	57,250	229,000	1949	
204-205	1500	Alco-GE	RS-2	B-B	57,250	229,000	1949	
206	1500	Alco-GE	RS-2	B-B	57,250	229,000	1949	
207	1600	Alco-GE	RS-3	B-B	57,250	229,000	1950	
300	1000	LH	Yd. Sw.	B-B	59,300	237,200	1949	18
301	1000	LH	Yd. Sw.	B-B	61,788	247,150	1949	19
302	1000	LH	Yd. Sw.	B-B	59,778	239,110	1950	20
400-401	1800	Alco Pr.	RS-11	B-B	62,075	248,300	1958	
402	1800	Alco Pr.	RS-11	B-B	62,100	248,400	1959	
600	1800	GM-EMD	GP18	B-B	60,820	247,400	1961	17
700	2250	GM-EMD	GP30	B-B	59,670	247,080	1963	17
800-801	2400	Alco Pr.	DL-640A	B-B	64,375	257,500	1964	
900-902	2500	GM-EMD	GP35	B-B	62,390	260,970	1965	

Waterloo Railroad

1-3	900	GM-EMD	SW900	B-B	57,000	229,600	1957	
4	900	GM-EMD	SW900	B-B	57,000	229,600	1958	

(2) DM&CI 100 was originally Unadilla Valley 100, then DM&CI 100.

(3) DM&CI 600, 700 were originally Jamestown, Westfield & Northwestern 600, 700, then DM&CI 600, 700.

(4) DM&CI 1000 was originally Canadian National 7820, then Chicago, Rock Island & Pacific 1016, then DM&CI 1000.

(5) DMU 1-3 were sold to the Wabash. No. 1 was rebuilt, renumbered Wabash 1, then sold to Precision Engineering Co. and scrapped. Nos. 2-3 were used for parts.

(6) DMU 5-6 were originally Wheeling & Lake Erie D1-D2, then Nickel Plate 95-96, then Wabash 347-348, then DMU 5-6. They are leased from Norfolk & Western.

(7) FDD&S 407-408 were originally Tallulah Falls 501-502, then FDD&S 407-408.

(8) FDD&S 409 was originally Missouri-Kansas-Texas 1654, then FDD&S 409. MKT 1652 was purchased for parts at same time.

(9) FDD&S 410-411 were originally Arkansas & Ozarks 800, 900, then FDD&S 410-411.

(10) FDD&S 501 was originally Joplin-Pittsburgh 2003, then FDD&S 501, then Sonken-Galamba (no number assigned because they didn't use it), then Kansas City Public Service Freight Operation 1. It was donated to the Museum of Transport, St. Louis, Mo.

(11) FDD&S 502 was originally New York, Ontario & Western 102, then Mississippi Export 47, then Fernwood, Columbia & Gulf D-6, then FDD&S 502. FDD&S 503 was originally NYO&W 103, then FC&G D-5, then FDD&S 503.

(12) FDD&S 504-505 were originally FC&G D1-D2, then FDD&S 504-505. They were sold to Raymond International for use in Liberia. Raymond International claims they were resold by Whisler Equipment, which denies this.

(13) Iowa Terminal Railroad is a consolidation of the former Charles City Western and the Mason City & Clear Lake. We have no complete roster, but the following information is available: They purchased ex Grand River Ry. 222, 224, 226, 228 electrics in 1963 and ex Lake Erie & Northern electric 337 in 1963. No. 50 is ex Oklahoma Railway. No. 51 is ex Clinton, Davenport & Muscatine. They have numbers 52-53. No. 107 is a line car. Nos. 506-508 are ex Kansas City Kaw Valley. No. 31 is ex Chicago, North Shore & Milwaukee line car. No. 45 is ex CCW 201, originally Port Everglades Belt 300.

(14) IT No. 1 was sold to FDD&S in 1950.

(15) SCT DE-3 was sold to Peninsula Terminal RR., renumbered 3.

(16) SI 9735, 9769 were originally Chicago, Burlington & Quincy 9735, 9769, then SI 9735, 9769.

(17) TP&W 100-101 were originally EMD demonstrators 291A1, 291B1, an F3A and an F3B, then TP&W 100, 100B. TP&W rebuilt 100B to F3A, renumbered 101. No. 100 was traded to GM-EMD for 700. No. 101 was traded to GM-EMD for 600.

(18) TP&W 300 was originally Lima-Hamilton demonstrator 1000, then TP&W 300, then sold to Lipsett Steel Co. in 1958, resold to the Nicholson Terminal & Docks, and renumbered 16.

(19) TP&W 301 was sold to the Acme Steel Co., renumbered LO-3, then scrapped.

(20) TP&W 302 was sold to H. Bairstow, then to Indian Hills & Iron Range, renumbered 302

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True tale by ROLLAND B. MOORE

MEMORIES of a rugged trip from West Liberty, Iowa, westbound to Council Bluffs on the Rock Island main line in the blizzard of 1908 will haunt me as long as I live.

I had been in Railway Mail Service for about four years and was working with George Pomeroy on No. 17, the Fast Mail. When the train arrived at West Liberty from Chicago, no snow had fallen but low-hung clouds pushed down the engine's smoke plume onto the car roofs. As the incoming mail clerks swung off their car, George and I climbed aboard, changed into work clothes, and started to sort mail. We pulled out under a gray sky that began to drop snow about 20 miles west of Iowa City, our first stop. The further west we traveled, the heavier the snowfall, the darker the sky, and the lower the mercury sank in our thermometer.

After leaving Grinnell, so much snow had piled up on the rails that we began to lose time, and at Des Moines we were more than an hour late. The hogger had to fight his way through every cut. Twice he was stopped dead but backed up, opened the throttle wide, hit the white mounds with the force of a pile-driver, and got going again. At Des Moines the storm had become so thick that we barely saw the depot. There a snow man climbed into our car. It was John Murphy, chief clerk, bundled up in a greatcoat plastered with white. He had waded from the post office building through snow up to his knees to see if George Pomeroy and I were safe.

"Did you boys bring lunch?" he asked. "Weather reports from the west are bad. Real bad. Your train may not get as far as the Bluffs."

George and I looked at each other. No, we hadn't brought any food.

"Then," Murphy said anxiously, "you'd better go uptown and buy yourself a market basket full of grub. I'll hold No. 17 for you."

But we laughed at the chief clerk for even thinking we'd be stalled in the snow, and said we'd make out all right. Murphy shook his head, warned us again. Then he crawled out of our car and plodded back to his office.

No. 17 chugged laboriously away from the depot and, without much difficulty, covered the six snow-filled miles to Valley Junction (now called West Des Moines), where we changed locomotives and engine crews. The rest of the trip was a nightmare. Every cut we came to blocked our way. The hogger had to back up and ram the heavy drifts, sometimes again and again, often half a dozen times for a single drift.

The Fast Mail, due in Council Bluffs tic, four miles short of Des Moines, five hours later. At Walnut we passed a freight train tied up. Half a mile to the west we were stalled in a deep cut and this time there was no backing out. We were stuck tight. The wind had risen to at least 70 miles per hour. The temperature was still dropping. And the white stuff was freezing. Wind-driven snow kept pouring down over the north side of the drift, rocking our car like a ship in a choppy sea.

George was scared. He had been sick abed the week before and his doctor had warned that exposure might cause pneumonia. We heard the engineer whistle for help, an eerie wail piercing the gale, rising and falling as the gusts varied in intensity. The night was dark and very cold.

At length we felt a slight bump. The freight hog from Walnut had come up, was trying to pull us back to town, but the efforts of both locomotives could not budge our engine and mail car, the only parts of train 17 that were locked in an immovable icy grip. The rest of our train was free. We heard men walk past our car, their feet crunching the thick hard snow, and uncouple the mail car from the baggage car behind us.

George gave me a tight, strained look. "They're leaving us out here with no steam to keep us from freezing."

Except for our car, the train was pulled back about 100 feet, then it halted. The trucks on one baggage car were derailed. The crews then cut off the baggage car and pulled the express car and coaches back to Walnut. Not until the next morning did we learn that our baggagemen had gone back to Walnut with them. We never learned

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why we hadn't been told to do likewise.

Shortly after midnight our thermometer registered 30 below zero. The wind howled and shrieked. Despite Murphy's warning, we had not provided ourselves with food and we were ravenously hungry. It was a precarious situation. But a happy thought struck me. Going back to the Baker heater in the rear of the tender, we found enough warmth to keep us alive, and I was blessed with a pair of heavy gloves that some clerk off duty had left there. Morning came at last. Wind died down and the sun shone brightly.

Meanwhile, Rock Island train No. 7, a limited consisting of 13 cars, which left East Liberty at 3:20 the afternoon before, had tied up at Walnut. Section men in teddy-bear coats and massive boots rerailed our stranded baggage car so that it could rejoin the rest of our train. Then No. 7's mail car was uncoupled and added to No. 17.

Four clerks then came up to our car to see how George and I had survived the bitterly cold night. They said their own car was like an icebox. Their drinking-water tank had broken loose, flooding the floor and freezing it almost instantly, and they had been skating up and down the aisle.

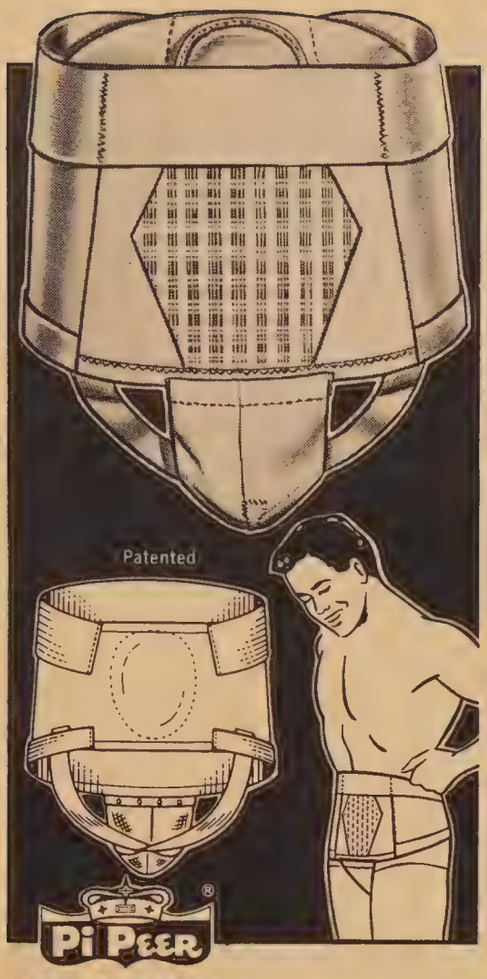
Well, we were all huddled on our car floor, sitting on empty mail sacks and playing penny ante to kill time, when we heard footsteps crunching the snow. Pretty soon our car door began to slide open and a stranger joined us, but before he could clamber aboard we whisked the money out of sight and had a nice respectable game of gin rummy going. It was good that we changed the game to rummy, for the stranger showed his credentials as a postal inspector. He asked us a few questions and left.

During the morning an extra gang of track workers, armed with picks and shovels, loosened the hard-packed snow from around our engine and mail car and shoveled it aside. At the same time a snowplow was working its way eastward from the western end of the long cut. At length No. 7's entire train was coupled onto 17's five cars, and as soon as the plow freed us the double-heading engines pulled all 18 cars out.

Reaching Avoca, we were greeted by the local population as long-lost brothers. Just about all eastbound trains on the Rock Island's main line had been tied up there. I saw Nos. 14, 6, and 8, all long heavy trains, and 64 and 16, each with approximately half a dozen cars. When our 20-car consist rumbled in behind two puffing engines, every locomotive waiting in the yards whistled a loud welcome.

George and I were hungrier than prairie wolves. A two-day fast had given us the appetite of a lifetime. We entered the Union Pacific Transfer depot beanery and dug into the menu. Just as we finished eating, a conductor came up and said that in a few minutes No. 6 would deadhead us back to West Liberty so that we could return to our run on train 17 the next morning. And so, an hour after we got back to our starting point, we were busy again on our regular schedule.

There we were on constant duty for 48 hours, deadheaded 280 miles, and went back to an eight-hour run after only a measly hour of rest. Situations like that do not come up any more. Life was a lot more rugged and exciting then, even though less pleasant, in the days when we were snowbound at 30 degrees below zero. ●



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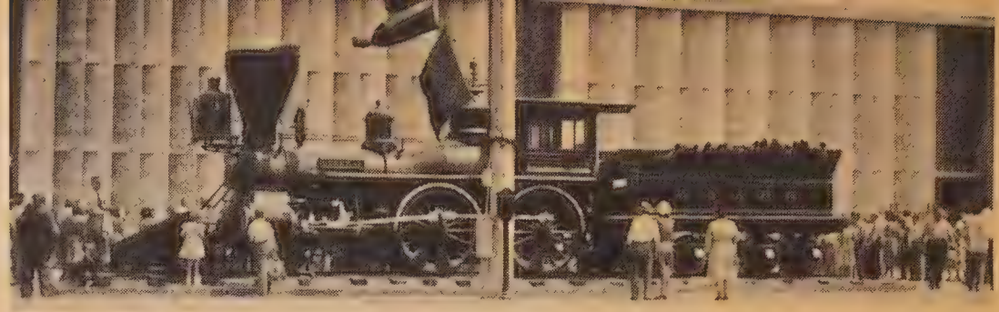

Famous Civil War loco *General*, veteran of 1862 Andrews raid, was seized again last Sept. 12th. She's shown above on display at Chicago Railroad Fair in 1948.

Photograph by L. E. Griffith

Old Engine Stolen Again

IF ANY locomotive has been as newsworthy as the *General*, we'd like to know about it. Star performer in the Andrews raid of 1862, the colorful eight-wheeler was stolen again recently, this time by Chattanooga police who thought they'd rectify an injustice.

The 31-ton Rogers loco, vintage of 1855, had been on exhibit at the Chattanooga, Tenn., station of the Nashville, Chattanooga & St. Louis (now part of the Louisville & Nashville) from 1891 through 1961, when she was removed, refurbished in the L&N shops, and sent around the country during 1962 and 1963 to operate under her own power in various local ceremonies during the Centennial year of the Andrews raid. She was even on display at the New York World's Fair during the 1964 season.

According to Chattanoogans, the L&N assured them that the *General* would be returned to its place of honor after its sojourn. The engine and her proprietor, the Western & Atlantic, are owned by the State of Georgia and leased to the L&N. It was at the request of the Governor of Georgia in 1961 that the loco was renovated as part of the Civil War Centennial.

L&N President W. H. Kendall explained: "During 1967, when I was attending a legislative hearing in Atlanta on the question of renewal in 1969 of the L&N lease from the State of Georgia of the Western & Atlantic Railroad, I was asked what we intended to do with the *General*. I said the L&N recognized that the locomotive belongs to the State of Georgia and that we would handle it as the Georgia Assembly directed. I indicated to the legislators, however, that if the *General* were removed from L&N custody, we would want to be assured that proper quarters were available for its future protection as a heritage of history.

"Several groups in Georgia promptly made bids for permanent display of the locomotive, but the Assembly passed a resolution that it be placed in the town of Kennesaw (which was Big Shanty at the time the Andrews raiders seized the *General* there), if that community could provide suitable quarters for it. . . . The L&N was asked to make the *General* available for trips in the Kennesaw area during a fair planned for September 14-16th as part of a campaign to raise funds for housing the locomotive there. It was while the locomotive was en route to Georgia for this purpose that it was stopped and held in Chattanooga by legal actions."

What happened next must have made the spirits of the Andrews raiders stand up and salute. Chattanooga Mayor Ralph Kelley and his men, including one in an airplane acting as a spotter, were determined to recapture the *General* for their city. At two o'clock in the morning of September 12th, they found the *General* on a flatcar in a freight train heading for Georgia. With policemen blocking the tracks, the train was forced to stop in the North Chattanooga freight yards, whereupon Mayor Kelley boarded it and informed the unhappy crew that he had obtained a court order requiring the L&N to surrender the *General*.

A railroad policeman at first refused to comply, asserting that the train would proceed southward. He was told that if it did, the Mayor's men would be on it, and if it crossed the state line with them, the railroad would be charged with kidnapping.

Railroad men then reluctantly uncoupled the *General* from the train and moved it to a siding, where Mayor Kelley imposed a strict guard on it: three policemen, two detectives, and a deputy sheriff. Meanwhile, some citizens of Kennesaw had turned out to await the arrival of the historic engine, but the dispatcher there told them "it's been heisted in Chattanooga."

Remonstrance was not long in coming. Proceedings were instituted to have the *General* released, with Governor Maddox of Georgia stating he would go to Federal court to get it back. At last report, Chattanooga was claiming that the engine belonged there because of its long repose in the city and the assertion that it had been maintained there by public donations. The L&N takes the position that it has an obligation to the State of Georgia as the owner of the W&A property it leases, which property still includes the *General*, and demands that the engine be returned for delivery to Kennesaw, as directed by the Georgia Assembly. ●

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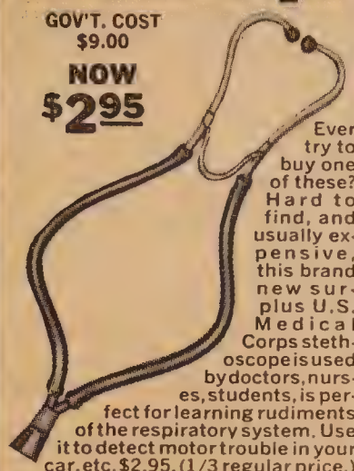

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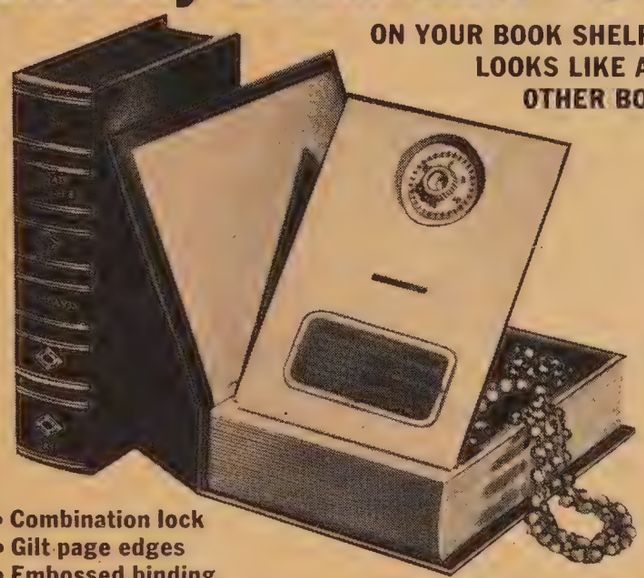

- **Combination lock**
- **Gilt page edges**
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This looks like any other distinctively bound book, yet inside is a roomy 6 x 3½" safe equipped with a sliding combination lock. In it you can secrete with safety valuable papers, letters, coins, stamps, jewels, stock, etc. If you have anything personal, or of value, this is a small cost for big protection. Only $3.95, 2 for $7.50.

Mount on Wall, Closet Door, Anywhere

HOME SHOE-SHINE STAND

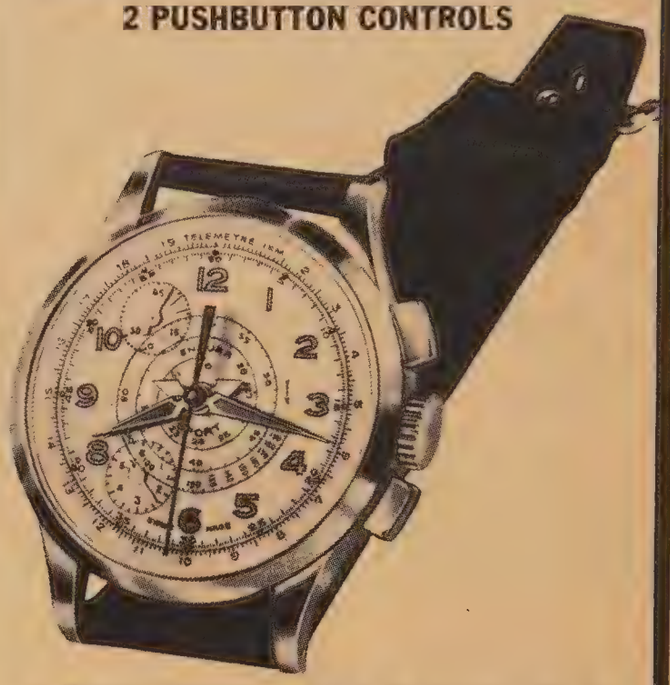
Mount brackets of this aluminum shoe holder to any surface and you'll be able to give your own brogans a quick, neat, professional shine. Hard-to-find, these are being made again because they are about the only thing that will really hold your shoes (or boots) and make them easy to clean. Complete with 2 interchangeable toe pieces, it'll take any shoe made, save you money. $3.95.

Old-Time Bugle Hunting Horn

These are the genuine old-time hunting horns, crafted from select steer horns. Imported, the horns are hand-polished, come with a rawhide shoulder thong. You don't see many of these today, and this one is a beauty. Has a clear, mellow bell-like tone, 14" along the curve, $3.95; 16", $4.95.

A Real Jewel Among Swiss-made Watches
WORLD FAMOUS Pilot's Chronograph $12.95

COMPLETE WITH 6 DIALS, 5 HANDS AND 2 PUSHBUTTON CONTROLS

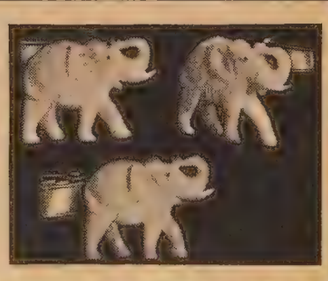


- **Measure Distance**
- **Use As Regular Stop Watch**
- **Check Production Figures**
- **Register Speed**
- **Time Athletic Contests**
- **Check Parking Meters**

This is a gem, first made famous by World War II pilots who found it not only an absolutely accurate timepiece, but a piece of equipment more valuable than a boxful of instruments—and it still is. Whether you like to fly, or drive sports cars, record your average speed per mile, or time the number of beers consumed in an hour, this will do the job. All 5 hands are machine-calibrated in Switzerland where the complete works are neatly turned out in two different factories, then assembled in a third. It is shock-resistant, antimagnetic, has an unbreakable mainspring, big sweep second hand, luminous dial and hands, golden-finished die-cast case, and a leather strap. No matter how you look at it, that's a big hunk of watch for only $12.95. And it's fully guaranteed for 1 year! In every way, a solid buy!

FOR A LIMITED FEW
HEAVY IVORY CUFFLINK SET

Carved from Solid Elephant-Tusk Ivory



Splitting an ivory tusk is somewhat similar to breaking a diamond—it must be done just right or the tusk will powder. The skilled carver that tools these elegant elephants first splits the tusk, then carves these miniatures and polishes them, by hand, until they take on a nice patina. A discerning gift in limited quantity. Cufflinks and tie bar set, in suede pouch, $5.95.

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THE RUTLAND ROAD, by Shaughnessy	$10.00	($ 9.50)
STEAM LOCOS OF BURLINGTON, Corbin, Kerka	$15.00	($14.25)

Old depot at Hammondsport, N.Y.
Photo by Noble Ricketts in new book, "Keuka Lake Memories"

BOOKS OF THE RAILS

THE STATE, THE INVESTOR, AND THE RAILROAD: *the Boston & Albany, 1825-'67*, by Stephen Salsbury, 404 pages, 6x9", with appendices, etc., some illustrations, Harvard University Press, Cambridge, Mass., $10.

Not many comprehensive railroad histories based on financial and corporate matters have appeared recently. This early account of the B&A and its predecessors is outstanding. Mr. Salsbury's scholarly narrative describes the formation of corporations and the physical construction of the lines in pioneer days of New England railroading. The railfan seeking action photos or rosters will not find them here. The work is largely concerned with traffic and operating statistics and the relationship of railroads to their political and economic environment, but it also includes interesting descriptions of early difficulties with mountainous terrain.

KEUKA LAKE MEMORIES, by William Reed Gordon, 240 pages, 8½x11", soft-bound, illustrated with photos and folded map 16x36"; available from author, 811 Garson Ave., Rochester, N.Y. 14609, $4.

Here is an assembly of memorabilia of various subjects pertaining to the Keuka Lake area of central New York State, such as Glenn Curtiss' early aerial experiments in the area, steamboats on the waterways, and railroads (chiefly the Bath & Hammondsport, with numerous photos from early steam locos down to the diesel era), and trolley operation on the Penn Yan, Keuka Park & Branchport and the Penn Yan & Lake Shore interurban lines. The author's many historical facts and anecdotes make this nostalgic work desirable for anyone interested in the area. Photo-offset reproduction is generally good, but some photos don't show up well, a common enough casualty when poor shots of a particular subject are the only ones available.

The Switch List

THESE items are published free and in good faith, without guarantee. Keep within 28 words, including name and address. Use zip code. We won't run an entry if it is hard to read.

Do not omit St., Ave., etc., in your address. Use abbreviation such as *tts.* (timetables), *empt. tts* (employes timetables), and *SSE* (send 5¢ stamped envelope for list or details).

As this magazine hits the news stands Feb. department is closed. Entries for March issue should reach us before Dec. 6th. Address Sy Reich, *Railroad Magazine*, 205 East 42nd Street, New York, N.Y. 10017.

R.G. ALLERMANN, 1522 W. 5th St., Ontario, Calif. 91762, wants pix of C&NW commuter trains, steam or diesel, on Galena Div. only. Also address of Donald MacBean.

HENRY ALVARADO, 2339 64 Ave., Oakland, Calif. 94605, sells CERA Trolley Sparks & Interurbans (SSE).

DICK ANDERSON, 334 S. Prindle, Arlington Hts., Ill. 60004, sells various size steam, diesel, and elec. neg., incl. many copies.

C.T. ANDREWS, 4331 S.W. 38th St., West Hollywood, Fla. 33023, sells 4x5 and p.c. size pix of LV, NJC, DL&W, RDG, D&H, L&HR, L&NE. Also lots of station pix. Send for lists.

D.W. ANTONOPOULOS, 15 Rutland St., Springfield, Mass. 01109, trades photos, some negs., 35mm, of NYC, B&M, NH, B&O, WM, N&W diesels for same of western or Canadian.

FRED ARONE, 377 Ashford, Dobbs Ferry, N.Y. 10522, buys entire collections of railroadiana. Also sells.

LOU BARANELLO, 1907 Wilkins St., Burlington, N.C. 27215, will buy Off. Guide before 1938. State price, cond.

LEN BEARD, Box 112, Wonder Lake, Ill. 60097. sells rail unused CA&E tickets, C&NW unlimited monthly tickets, tts., train orders, other railroadiana. Send 10¢ for list. Want CA&E items.

JOHN BIDWELL, Box 107. Titusville, N.J. 08560, sells switch, loco classif., brake and caboose lanterns from PRR, DL&W, etc. 10¢ for list.

C.A. BIRD, 1342 W. Maynard Dr., St. Paul, Minn. 55116, sells train orders, dispr. sheets, emp. tts. misc. railroadiana. (SSE).

DICK BLOUGH, 3419 W. 37th Pl., Chicago, Ill. 60632, wants pix of C&A steam. Write price, description. All mail answered.

SETH BRAMSON, 8035 Cecil St., Miami Beach, Fla. 33141, buys anything FEC and trades B&ML tickets for FEC railroadiana or Fla. trolleyana.

MARION BRASRER, 109 W. St. Paul, Spring alley, Ill. 71362, wants color slides UP steam.

JIM BROWN, 3 Bromley Crescent, Bramalea, Ont., Canada, buys or swaps pre-1950 Canadian tts. or emp. tts.

FELIX BRUNOT, 411 Seymour, Valdosta, Ga. 31601, sells 3½x5 diesel pix, many roads; list 5¢.

WES CALLENDER III, 129 Bella Vista St., Tuckahoe, N.Y. 10707, sells NYC Harlem Div. spikes, gilded $1, plain 75¢ ppd.

RON CHANDLER, 214 E. Orange St., Shippensburg, Pa., will buy new-condition emp. tts. B&O, C&O, LV, CB&Q.

DAVE CLARK, 4912 Prince of Wales, Montreal 29, P.Q., Canada, wants color 35mm slides of Rutland steam locos, reasonable price.

NORTON CLARK, 21 Endicott St., Newton Highlands, Mass. 02161, wants color slides of NHRR eqpt., esp. marine dept., stations, towers, rolling stock. Answers all mail.

S.W. CONNER, Box 484, Victoria, Va. 23974, will send free train orders to anyone sending SSE.

CHAS. CONNIFF, 534 Witsell Rd., Jackson, Miss. 39206, sells b&w pix, steam and diesel, also color slides diesel. Large collection, list free. SSE.

ED CONKLIN, 5 King Arthur's Ct., St. James N.Y. 11780, wants PRR keystone number plate, PRR marker lamps, NYO&W switch key.

JOHN CORNS, 1950 Market Ave. N., Canton, O. 44714, wants newspaper and mag. articles about steam. Also steam loco headlights, bells, whistlers, bldr. and no. plates.

GEO. CRAMER, 2302 Ridle Ave.. Wilmington, Del. 19806, wants 1946 Pennsy 6x6" desk calendar; has all others.

JAS. CRANE, 122 E. Pierce St., Tempe, Ariz. 85281, seeks R&LHS special Bull. 94 on SP steam.

L.P. CUMMINGS, Jr., 129 Nevin St., Lancaster, Pa. 17603, wants traction pix from negs. of Late John Gibb Smith, Jr. Write first.

LES DAIGLE, RD1, Box 414C, Fort Pond Rd., Shirley. Mass. 01464, wants pre-1955 pix or slides of Rutland at Bellows Falls.

HAROLD DAVISON, 611 3 St. N.W., Austin, Minn. 55912, selling collection of negs. and photos Midwestern rrs., historic material, mags., tts., calendars. SSE.

FRANK DELARM, 359 Glen Oak Rd., Venice, Fla. 33595, sells New England RR bonds. One bond & list, 25¢.

KEN DENNISON, 78 College Rd., Chestnut Hill, Mass. 02167, trades 8x10 B&M steam action pix for same of any US or Canadian road.

VINCENT DESANTIS, 196 Carbon St., Paterson, N.J. 07522, wants pix of NYO&W, LNE, DL&W, PRR GG-1, NYC steam.

RAY DESCHENES, 903 Mohawk Rd. E., Hamilton, Ont., Canada, sells 3½x5" to 11x14" steam pix CN, CP. List 20¢. Buys, sells CN, CP, TH&B steam negs.

TOM DIXON, 250L Boreman S., Morgantown, W.Va. 26506, has slides, color and B&W prints of C&O pass. trains in W.Va. Also some C&O railroadiana. (SSE)

PAUL DOUGLAS, 2012 Broadway, Vancouver, Wash. 98663, has complete file of Trains Magazine for sale. Would take loco negs. and some loco books.

LOU DREIBELBIS, Box 163, Hummels Wharf, Pa. 17831, wants rr. pix for small boy.

PAUL DUNN, 912 Arch St., Zanesville, O. 43701, sells photos, negs., slides of steam & diesel from collection of late Glenn Davis of Newark, Ohio. (SSE). Wants neg. of B&O 5304 before streamlining.

JOHN ENGLEMAN, 1002 Woodson Rd., Baltimore, Md. 21212, wants color photos or 35mm slides Baltimore Transit, pre-1958 or last day. Esp. want car 7407. State cond. & price.

LYLE EVERSON, Box 108, Viroqua, Wis. 54665, sells Railroad Mags. 1947-1955, perf. cond. 72 copies, $40.00, or 75¢ per copy.

PETER FENETY, 156 Alma St., Moncton, N.B., Canada, sells or trades train orders, also wants tts. from various rrs. (SSE)

HAL FLETCHER, 42-64 65th Pl., Woodside, N.Y. 11377, sells, buys, trades first editions of out-of-print rr. books, Loco. and Car Cyclopedias, etc.

GEO. FROST, 2107 W. Gardner Ave., Spokane, Wash. 99201, has over 200 issues of Railroad Magazine and Trains, most in good cond. Will trade for size 616 and p.c. prints of steam and elec. locos. (SSE)

LIL GOODMAN, Box 17165, Chicago, Ill. 60617, sells marked, long-handled silver crumb knives from diners, $5 each ppd. (SSE)

ROBT. GOULD, Jr., 1745 Arbor St., Wickliffe. Ohio 44092, sells back issues of Railroad Magazine Trains, model mags. (SSE)

CHAS. GRABERT, 170 Real St., Bridgeport, Conn. 06607, wants NH employees mags. "Along the Line" with pix and Rosters of NH engines.

GARY GRAHL, 1452 Leland Ave., Bronx, N.Y. 10460, sells color 3½x5 trolley photos of PTC, PSTC, Boston, Newark, Toronto, Shaker, TARS, Pittsburgh, LA, SF Muni, museums, Europe, etc., 40¢ each. (SSE—specify subject.)

BOB GREENAWALT, 3643 Rosemead Blvd., Rosemead, Calif. 91770, buys or swaps old rr. stock certs. Also Poor's Manuals. (SSE)

W.A. GRIMM, 204 Gregory Ave., West Orange, N.J. 07052, has 2 rr. shaving mugs for sale; one shows NYO&W caboose, other shows loco. Also has 35" high dwarf semaphore signal.

A. GUNDERSON, 427 Chicago Ave., Savanna, Ill., sells Railroad Magazine 1942-49 and Trains, 1955-66. (SSE)

DAVE HAMLEY, 121 LaCrosse St., Pittsburgh, Pa., 15218, wants cast brass GE-Cooper-Bessemer bldr's plate from BAR 30-34, will trade similar GE-Ingersoll-Rand plate or buy at good price.

Mrs. JOHN RANEY, 507 York St., Williamsburg, Va. 23185, will sell 6 new commemorative glasses of LIRR, (SSE)

DICK HANSEHKA, 81 Kenwood Circle, Bloomfield, Conn. 06002, wants NYO&W tts., old prints and negs. NYO&W, Erie, Susquehanna.

GRAHAME HARDY, Box 622, Carson City, Nev. 89701, will send large free list of steam and elec. railroadiana sold at auction; you set prices.

LEE HASTMAN. HQ Co., 12th CBT, AVN GRP, San Francisco, Calif. 96266, buys high qual. diesel negs. of most US rrs., esp. old units and action.

J.L. HAUGH, 3650 Mt. Vernon Rd., Sebastopol, Calif. 95472, is selling negs., mostly size 616, of steam: SF, CB&Q, SP, WP etc. Top grade. (SSE).

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DON HAYWARD, Sr., 38 Monastery Ave., West Springfield, Mass., has over 20,000 photos of steam, electric, and diesel in the Northeast & Canada. List 50¢.

KARL HENKELS, 6128 N. Oakley Ave., Chicago, Ill. 60647, sells or trades, on approval, orig. 35mm Kodachrome slides of diesels in his area. 900 items always on hand. General collectors only.

CHAS. HESELTINE, 445 Preble St., South Portland, Maine 04106, sells Portland & Rochester pix. Also old time MEC, GRT, York & Cumberland. Free list, sample.

OTTO HILBERT, Apt. 21, 4322 Old Brook Rd., Richmond, Va. 23227, wants Frt. and Pass. Equip. Registers from 1895-1915; state price.

P. HISLOP, 21 Afton Dr., Florham Pk., N.J. 07932, wants PRR keystone, builders plates, whistles, loco bell, headlights, pix, other railroadiana.

DENNIS HOLMES, LaVerne, Iowa 50560, wants M&SL and Iowa Central railroadiana.

AL HUDSON, 1505C Montclair Rd., Birmingham, Ala. 35210, buys prints, negs. slides of Alabama trolleys.

BOB JOHNSON, Rte. 1, Box 265A, Rossville, Ga. 30741, wants builder's plates from Shay, Climax, and Heisler locos. Also pix, data, on logging rrs. in East and South.

BOB and LOU JONES, 131 Kendall Way, Covina, Calif. 91722, want lanterns, locks, keys, cap badges, lapel pins. Have some Central Pacific telegraph eqpt. to trade; also lanterns and buttons. New list free.

PHIL JORDAN, Box 403, Manchester, Vt. 05255, wants any railroadiana, esp. pass. car, from Rutland RR. Wants to hear from Rutland fans.

ARNOLD JOSEPH, 2512 Tratman Ave., Bronx, N.Y. 10461, sells old issues Railroad Magazine, Trains, R&LHS Bull., model mags., etc. (SSE) Buys collections of same, good cond.

LARRY KELLER, 1685 Devers Rd., York, Pa. 17404, wants color photo of LVT 1000 series car, also tape recording of recent steam train thru White Haven, Pa.

JIM KNOOP, 29160 Jefferson, St. Clair Shores, Mich. 48081. wants Blackhawk slide set 350-441, Soo Line, Mostly Steam. State price and cond. in first letter.

DOUG KOCHER, 607 S. Huddleston Rd., Winamac, Ind. 46996, collects info on Florence & Cripple Creek. Will buy pix, emp. tts., etc., good cond.

JEFF KOVACS, 491 S. Park Dr., Perth Amboy, N.J. 08861, wants any type NJC-LV pix, negs., engineers' caps, trainmen's gloves, jackets, etc.

J.G. KUNIS, 707 Virginia Ave., Cumberland, Md. 21502, has 2 B&O Kerosene switch lanterns, 55 B&O magazines. Make offer.

ART LALLY, 7111 Beechmont Av., Cincinnati, O. 45230, sells tts. approx. 25 yrs. old, also Off. Guides, Railroad Magazines. (SSE)

J.M. LANGE, 5825 Saloma Ave., Van Nuys, Calif. 91401, sells and trades recordings of trains, whistles, concerts, etc. Write first.

TOM LAWSON, 2533 Montevallo Rd., Birmingham, Ala. 35223, sells sizes 616 and 122 portrait negs., shortline and indust. steam, U.S. and Canada. 50¢ up. Lists 10¢.

WARREN LEE, 1016 Vista Grande NW, Albuquerque, N.M. 87105, wants pix, info. and literature on and from tidewater-to-Allegheny Mt. canals that paralleled railroads.

AL MacLAUGHLAN, 46 Lincoln Ave., Cranston, R.I., wants frameable pictures of B&A Berkshire locos.

ED MARTIN, 470 Western Ave., Lynn, Mass. 01904, has back issues of Model Railroad, RMC, other model r.r. mags. (SSE)

ALEX MARTSCHENKO, 1201 Ave. K, Brooklyn, N.Y. 11230, wants info., pix, tts., etc. of NYO&W, esp. Pt. Jervis-Kingston branch and Accord, N.Y., station. Also accepts offers of other r.r.'s.

CEYRUS McBEAN, 724 Fairmont Rd., Charleswood, Man., Canada, will sell Railroad magazine 1/32-6/35, 1937. 2 1938, 3 1939, 1940, 1945, 12/45, 2/46. (SSE)

JOE McCARTHY, 19 N. 22 St., East Orange, N.J. 07017, sells 35mm color slides of E-L, has many older diesels. (SSE)

ALBERT McCLAIN, 1221 Louisiana Ave. N.W., Knoxville, Tenn. 37921, buys ash trays and salt-pepper shakers with names of cities, states or rrs. on them. Write first.

J.M. McCLURE, 1211 Benton, Neosho, Mo., wants 1936 July or Aug. and 1947 July or Aug. Off. Guides, good cond.

J.P McGUAN, 8131 S. Maplewood, Chicago, Ill. 60652, has rr. books, catalogs, tts. for sale. (SSE)

H. McMICHAEL, 30 Palmerston Ave., Brantford, Ont., Canada, has small builders' photos and enlargements of same, also clippings, to trade for p.c. prints.

BOB McVAY, Box 625, King City, Ca. 93930, needs Trains mag. for 12/40, 1/41, 2/41. Needs 2/60 Off. Guide; will trade 2/45.

ALDEN MILLER, 3212 34 Ave. S., Minneapolis, Minn. 55406, wants C&NW tts., folders, postcard views, history, relics, 1859-1959.

W.E. MILLER, 76 Rose St., Galt, Ont., Canada, buys, sells, trades 620 and 616-size diesel negs. and pix of CN, GT, GTW, CV, DW&P, CP.

BRUCE MOFFAT, 6727 N. Loron, Chicago, Ill. 60646, wants Railroad Magazine, good cond., between Jan. and Dec. '54. Will pay 60¢ ea.

ED MORAN, 3300 Netherland Ave., Bronx, N.Y., 10463, has Railroad Magazine 1940-'47; Model Craftsman 1935-'52; Lionel catalogs; old glass and metal locos, cars, other railroadiana. (SSE)

CARL MUNCK, Rt. 4, 117 Dorris Lane, Box 602-A, Blytheville, Ark. 72355, wants any size color or B&W negs. or slides of WP&Y and Alaska RR. locos.

SKIP NELSON, 41 Lake Ave., Montrose, Pa. 18801, wants tts. 1950 to present, esp. E-L, Erie, DL&W.

DAVE NESTLE, RD 2, Ray Road, Greenwich, N.Y. 12834, has new list of railroadiana available, 10¢.

DAVID NEWLIN, SUPO 10761, University of Ariz., Tucson, Ariz. 85721, wants SP and Rock Island tts. 1935-'65. Give price.

SCOTT NIXON, SFC Building, Augusta, Ga. 30902, will swap or buy playing cards with rr. backs, postcards of rr. depots.

WARREN NORCOSS, 5411 Whitby Ave., Philadelphia, Pa. 19143, wants slides of N&W Jawn Henry turbine, C&O steam turbines.

DICK PALMER, 139 William St., Watertown, N.Y. 13601, sells copies of his book, "Gone But Not Forgotten", history of the Marcellus & Otisco Lake (abandoned upstate NY shortline), 32 pgs, $1.25 ppd. Wants pix of Skaneateles RR, for another book.

JOHN PARKER, Rt. 1, Box 106G, Aiken, S.C. 29801, sells prints of steam and diesel, list 20¢. Sells 620 and 616 negs. on approval.

C.G. PARSONS, 8416 Conover Pl., Alexandria, Va. 22308, sells Kodachrome 35mm dupl. slides: steam, diesel, trolley. Sample 25¢.

JOHN PECK, 354 W. 21st St., New York, N.Y. 10011, wants any Burnham Williams or Burnham, Parry Williams builders' plate. Write first.

T.J. PELLETIER, Palouse, Wash. 99161, has 5 NP switch locks, 4 smaller locks, all for $9. (no keys). Has a few freight and express bills and postcards, $1 for the lot. Postage extra.

ROD PETERSON, 472 Clearbrook Dr., Akron, O. 44313, trades on approval orig. 35mm color slides, wants southern, southwestern, western roads. No list.

KEITH PRATT, 9 Gillman St., Somerville, Mass. 02145, wants snapshots of Hooppole, Yorktown & Tampico trains and stations. Also Oklahoma City, Ada, & Atoka.

JAS. PROKES, 7343 South Talman, Chicago, Ill. 60629, has July 1861 Dinsmore's RR & Steam Nav. Guide for sale to highest bidder. (SSE)

J.R. QUINN, Box 1044, Tillson, N.Y. 12486, sells orig. size 616 diesel negs. of NY area rrs.

JOHN QUINN, 29 Bryce Ave., Glen Cove, N.Y. 11542, wants NYC scenic views and name-trains in photos or slides. Mohawk, Hudson valley areas preferred. Also seeks NYC brochures, menus, souvenirs.

BILL RAIA, 3319 N. Wolcott, Chicago, Ill. 60657, has steam pass. pix on CB&Q in 1940. Four 8x10's of name trains, $2.

CAROL RAWSTRON, 5628 Baldwin Ave., Temple City, Calif. 91780, wants rr. and trolley buttons for button collection.

WAYNE REEDY, 1228 Congress St., Middletown, Ind. 47356, has link and pin coupler, cast steel lock, switch keys to trade.

JAS. REID, 4584 Brentlawn Dr., North Burnaby, B.C., Canada, wants CN and CP train orders Vancouver-Jasper and Vancouver-Revelstoke (CP) after Jan. '57 (no meet orders).

FRANK REILLY, 306 Front St., Dunellen, N.J. 08812, sells orig. steam, diesel, juice, trolley color slides, 25¢ each. (SSE) Wants anything CNJ.

LEONARD RICE, 1639 Belvedere Blvd., Silver Spring, Md. 20902, disposing collection 86 fine negs. of WB&A, Balto. & Ann. in 5x7, 4x5, 3¼x5½, 2¼x3¼.

C. RIGHTER, 167 Barriolhet Ave., San Mateo, Calif. 94401, sells old rr. stock certificates.

W.H. ROEMER, 500 Kingsland Ave., Lyndhurst, N.J. 07071, sells cloth railroad emblems; 25¢ for list and sample.

FRANK SAGAR, Main St., York Springs, Pa., will sell PRR P-5 number plates (with glass). Single and double sets.

PAUL SCHUETT, RD 3, Box 80, Lodi, Calif. 95240, needs GN Minot Div. emp. tt. 92, 5/10/59; will buy or trade.

AL SHADE, 9831 Aldridge Dr., Columbia Station, Ohio 44028, will sell or trade photos and b&w slides of Cleveland Southwestern Ry. List and sample, 25¢.

ALLEN SHARP, 100 Shennecossett Pkwy., Groton, Conn. 06340, will sell Railroad Man's Magazine,

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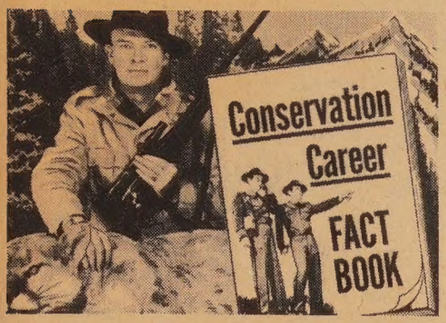

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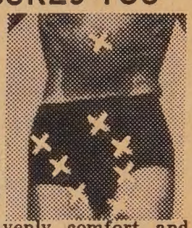

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first issue. (Oct. '06) complete thru June '13, 81 issues, best offer. Misc. later issues.

CAREY SHAW, 1311 Barbee Ave., Houston, Tex. 77004, wants exchange of streetcar rte. maps, also wants second-hand CERA books.

ROBT SHERLOCK, 3144 W. San Miguel St., Phoenix, Ariz. 85017, wants "Century of SP Motive Power," by Dunscomb, R&LHS Bulletin 94, also lanterns, any road.

LES SITTLER, Delhi Stage, Oneonta, N.Y. 13820, wants NYO&W tts, emp. tts, rosters, forms, other info. and items of 1945-'53 period. Also. pix of diesels, pass. cars, MofW cars, others.

R.L. SMITH, 2855 Kent Rd., Cuyahoga Falls, Ohio 44224, trades rr, items for W&LE items; buys W&LE items. No sales. (SSE)

EDITH STONE, 30 Church St., New York, N.Y. 10007, will trade 1870-'71, 1876-'77 or 1897 Poor's Manual for 1873-'74 copy.

TERRY STUART, 272 Buckeye Dr., Berea, O. 44017, sells prototype photos, hundreds of subjects, custom printed. Specializing in PRR. 10¢ for list.

JOHN STUBBLEFIELD, Box 666, Maroa, Ill. 61756, will trade slides of N&W and IC diesels from local area for slides of IC and N&W units from other regions.

TONY SUDDJIAN, 1902 W. Pontiac Way, Fresno, Calif. 93705, wants orig. negs. and photos of Fresno Traction Co., and Yosemite Valley RR.

FRANK TILLEY, Box 6143, College Station, Tex. 77840, buys Colo. n.g. railroadiana.

JOS. TOTH, 1618 Mary St., Dallas, Tex. 75206, will sell 1940, '41, '42 Railroad Magazine complete, $20. Wants pix southwest rrs.

MIKE VAIUSO, Box 619, Schenectady, N.Y. 12301, sells glossy ¾ views diesel prints, pc size. No list. Cleaning files. 20 for $1 ppd.

DICK VARTABEDIAN, 16575 Whitcomb, Detroit, Mich. 48235, wants 35mm originals P&WV FM's; Alco FAs of NH, GN, RDG, Erie; any BL2; GN 175-181; KO&G units; MeC, B&M cabs.

ROBT. VIBBERT, Jr., Regal Ct., Tom's River, N.J., wants original NJC herald, on metal or wood. Must have been used at one time by NJC.

F. VON BLON, 1208 Locust, Muskogee, Okla., publishes newsletter on railroading in southwest. $1 for 6 issues, sample 25¢.

BILL WAGNER, Box 842, Richmond, Ind. 47374, wants poster-type tts. from any rr., any date.

DAVE WATTS, 4 Oak Ave., Wakefield, Mass. 01880, will buy books from ICS. steam loco. engr. course.

BOB WEBSTER, 1030 Southhill St., North Kamloops, B.C., Canada, sells back issues of Trains, Mag., loco. Engr.'s Journal, Send Canadiana stamp or 5¢ for list.

OTTO WEISS, 32-52 34 St., Long Island City, N.Y. 11106, sells rr pix, all kinds, amusement park steam, ng steam, coal mine, trolley, state your wants.

BILL WILKES, Box 997, San Jacinto, Calif. 92383, sells superb b&w steam 16mm movies. First reel, Union Pacific, now ready. (SSE)

F.H. WORSFOLD, Box 1332, San Francisco, Calif. 94101, will sell Railroad Magazine and Trains, first issue to date, other railroadiana, incl. overseas; list 10¢.

CHAS. WROBLESKI, Box 663, Scranton, Pa. 18501, wants orig. negs. and slides, any size, of Lack. & Wyo. Val. and Scranton Transit.

WALLY YOUNG, 602-1255 Pendrell St., Vancouver 5, B.C., Canada, sells U.S. traction negs. sizes 620, 127, 135, 616. List 10¢ (Gary, Kansas City, Cedar Rapids, Des Moines, St. Louis, PE, Milw. Elec., Sacrameto, Conn.).

WM. ZIKIAS, 76 Connecticut Ave., Greenwich, Conn. 06830, sells lanterns, tts., emp. tts., badges, buttons, cloth patches, misc. hardware, builders' plates. List 25¢.

ROBT. BAKER, 20 Melfa Ave., CFB, Petawawa, Ont., Canada, wants any CN or CP steam wreck pix, any CP steam triple-header pix; also R&LHS Bull. 83.

CECIL CHURCH, 216 Rideau Terr., Ottawa, Ont., Canada, buys, sells. trades Alco, Baldwin, Lima builders' photos.

JIM DAVIS, 78 Warren Pl., Ridgewood, N.J. 07450, sells railroadiana of AT&SF, NJC, D&H, NYC, NYNH&H, NYS&W, PRR, SP, Rdg., Erie. (SSE)

S.S. DAVIS, P.O. Box 233, Marion, Ind. 46952, buys or trades for pix of Monon 5, 6, 11-13, 18, 21-38, 65 A&C, 83-85, 101-108, 201-203, 301-305, 401-409.

WILLIE DAVIS, Box 400, Lynchburg, Ohio, 45142, wants color slides of B&O SD-35's, E-6 1413, E-8 1447, obs. cars Maumee River and Wawasie. Answers all mail.

CHUCK DOUBROUGH, 43 Luscombe St., Hamilton, Ont., Canada, buys or trades old GT railroadiana.

WM. HOFFMAN II, 326 S. East Ave., Baltimore, Md. 21224, sells 2 sets of 5x7 photos, 5 each, of SIRT pass. trains and PSTC surface cars, $2.25 per set.

LLOYD JUDD, 13053 Sarsfield St., Warren, Mich., 48089, sells 5x7 b&w pix: NYC, PM, Alton, MoP, Monon, PRR, CB&Q, AT&SF, 1936-46. (SSE)

ELLIOTT KAHN, 75-48 183rd St., Flushing, N.Y., 11366, sells size 616 negs. of eastern and southern steam, diesel, electric, cabooses, also 35mm slides. No list; state interests.

CLIFF KAMMERER, 305 Berkshire Ave., New Milford, N.J., 07646, wants b&w negs. size 2¼x3¼ of NYS&W, NJ&NY, NYC, Erie, E-L, PRR, NYO&W, NH, CNJ, LV.

A.1Cl. JOHN LaRUE. Jr., Box 1295, 712th AC & W Sq., APO Seattle, Wash., 98714, buys negs. of rr. non-revenue eqpt.

ELVIN LIQUE, 1501½ 2nd St., Wausau, Wisc., 54401, sells 3½x5 photos, steam, diesel, also 35mm color slides. (SSE)

J.S. LUNDIE, 1936 Burlington Ave. N., St. Petersburg, Fla., 33713, buys kerosene rr. lanterns from U.S. roads. State type, road, cond., price.

R.N. MANSLEY, 7722 Loretto Ave., Philadelphia, Pa., 19121, buys Reading, NJC, Railroad Magazines, from 1932-'42, singles or collections.

JOHN MARTIN, 1318 Old Johnson Ferry Rd., N.E., Atlanta, Ga., 30319, sells Guides, tts., mags., other railroadiana. List, 10¢.

BOB MASON, 6204 Central, Tampa, Fla., 33604, offers pre-1921 Tampa trolley photos, also trolley views of St. Petersburg, western Mich., western N.Y. Prints, 6 for $1. Free lists.

A. MATTINGLY, 37 George St., Alliston, Ont., Canada, sells Railroad Magazine, late 1930's to '60's; Trains, early 1940's to '60's; BofLE Journals, tts., other railroadiana. List, 10¢ & SSE.

WM MYERS, 50-31 Newtown Rd., Woodside, N.Y. 11377, sells dupl. color slides of eastern elec. and rapid transit lines. (SSE) Wants to hear from trolleybus fans.

SP4 WM. NEIL, HHC 172nd Inf. Bde., APO Seattle, Wash., 98749, has sw. keys, rulebks., emp. tts., train orders to trade. Wants sw. keys from SE roads. (SSE)

HAROLD PRUITT, 1198 Paulsonville Rd., Gainesville, Ga., 30501, wants to start collecting tts., Off. Guides, pix of steam locos, trains.

BILL RAPP, 430 Ivy, Crete, Neb. 68333, will sell or trade pix 4x5 or larger of stations, rolling-stock, diesels. State wants. (SSE)

DICK REIFF, 707 N. Whitcomb Dr., Palatine, Ill., 60067, wants info. on head-on wreck of Rocky Mt. Rocket and Golden Gate at Durant, Ia., ca. 1950.

F.C. SNYDER, 6633 N. Drake Ave., Lincolnwood, Ill., will sell last 10 yrs. Railroad Magazine, last 7 yrs. Trains, last 5 yrs. Iron Men Album, 192 mags., all for $20.

PAUL TOMOSKY, Stewart's Trailer Park, Vestal, N.Y. 13850, collects, swaps pix of geared locos. tapes of steam still in use. Answers all letters.

HOWARD TURK, 58 Lake Ave., Lancaster, N.Y., 14086, sells railroadiana. (SSE)

LEO WEISS, 2615 Hanway Ave., Casper, Wyo., wants hand-wound wall cabinet clock such as hung in many ry. stations long ago.

H.H. WILLIAMSON, 830 Wilson Dr., New Orleans, La., 70119, sells large-size Costa Rica rr. tokens, made of nickel, 2 for $1. Buys obsolete rr. currency by lot.

PAUL WILLIS, Woodenest, Rifton, N.Y., 12471, wants to hear from those interested in ½"-scale trolley models or trolley museums.

FRED WITTICH, 7202 Juniper Valley Rd., Middle Village, N.Y., 11379, will buy rr. emblem shirt, large 16-16½, new or used, good cond.

JIM WOZNICZKA, 2310 W. 55th St., Chicago, Ill., 60609, swaps p.c.-size photos of Chicago-area for diesel pix of L&N, ACL, SAL, FEC, SRS, RF&P, other southern roads.

GARY ZEITLER, 4227 Templar Rd., Toledo, Ohio 43613, wants to hear from fans interested in PRR "Red Arrow".

Model Trading Post

TOM BJORKMAN, 67 Upper Lakeview Ave., Erskine Lakes, N.J. 07456, will buy Pittman O ga. interurban freight motor with tinplate wheels, any cond.

C.E. DAVIS, 3663 McCall Blvd., Bremerton, Wash., will trade 00 trucks, loco and car parts for 00 Scalecraft pilots, Nason Hudson tenders and Consolidation chassis less motors.

W.A. GRIMM, 204 Gregory Ave., West Orange, N.J. 07052, sells custom-painted Max Gray scale 0 gage cars.

FRANK HERMAN, 420 W. Walnut, Mason City, Ill. 62664, will sell or trade No. 8 Loco and 512, 513, 538 cars. Also O gage AF cars.

JOHN LYKO, 5226 W. 24th St., Cicero, Ill. 60650, will sell Walthers and Kasimer HO pass. car kits, etc. (SSE)

WAYNE SCHENK, 33 Weston Ave., Buffalo, N.Y. 14215, has 1955 Lionel catalog, $2., also March 1967 Model Railroader, 75¢. Write first.

FRED STECK, R 1, Reese, Mich. 48757, will sell one standard gage steam loco. Write for details and photo.

JIM TANDY, Box 35, Carrollton, Ky. 41008, wants Lionel 1100 Mickey Mouse handcar, 1105 Santa Car, 1107 Donald Duck rail car, Mickey Mouse circus train. State cond., price.

BILL WHITE, 740 Margo Lane, Memphis, Tenn. 38122, wants Athearn metal kits & bound vols. of Trains mag. Send lists, prices. ●

Pen Pals Wanted

Robert McDonald (47), 27 Gray Street, Norwalk, Ohio 44857, trolley and interurban fan.

Peter Fenety (20), 156 Alma Street, Moncton, N.B., Canada, wants to know how a steam loco is operated and about narrow-gage roads in Maine.

Wilson Goncalves (31), R. Sta. Rita, 395-PARI, Sao Paulo, Brazil, comes from a railroad family.

Nancy Peterson, 22 Forest Rd., Dumont, N.J. 07628.

Valerie Bartkowiak (15), 56 Cambria Street, Buffalo, N.Y. 14206.

Mrs. Joseph Talbot, 197 Lafayette Place, Englewood, N.J. 07631.

Anna Ranalli (14), 31 Exchange Street, Albany, N.Y. 12205.

Carla LaCroix (18), 6342 Pauline Drive, New Orleans, La. 70126.

Linda Hill (17), 24297 Laetham Street, East Detroit, Mich. 48021.

Ginette Massicotte, 5450 Jeanne d'Arc, Montreal 36, P.Q., Canada.

Ray Mulloy (25), P.O. Box 245, Hanna, Ind. 48340.

Esther T. Young (22), 343 U P del Rosario Ext., Cebu City, Philippines.

Karin Jones, Box 35, Bunlo, Pa. 15930.

Blanch Cales (16), Coal Branch Rd., Greenup, Ky.

Ruth Bryant (15), Lloyd, Ky.

Arleen Lehman (15), Route 1, New Plymouth, Ohio 45654.

Oscar Renfrow (23), and brothers, James (21), and Harden (19), Route 1, Saint Joe, Ind. 46785.

Sally Pratt (19), Box 142, Gardiner, Mont. 59030.

Judith Branam (18), 3211 Kingsley Drive, Bloomington, Ind.

Irene Glavin (20), 48 Mt. Prospect Avenue, Clontarf, Dublin 3, Eire.

Marron Glennon (19), 15 Pun Street, Dublin 8, Eire.

Dawn Kehn (15), 48 Spruce Street, Rensselaer, N.Y. 12144.

Robin and Debbie Smith, Box 72, Murray, Iowa 50174.

Mr. Januario Olo, Caridad Street, Matalom, Leyte, Philippines.

Statement of Ownership, etc.

Statement of ownership, management, and circulation (Act of Oct. 23, 1962, Section 4369, United States Code). (1) Date of filing, Oct. 1, 1967. (2) Title of publication, Railroad Magazine. (3) Frequency of issue, monthly. (4) Location of known office of publication, 205 E. 42nd St., New York, N.Y. 10017. (5) Location of headquarters or general business offices of publishers, same. (6) Names and addresses of publisher, editor, and managing editor: publisher, Popular Publications, Inc., 205 E. 42nd St., New York, N.Y. Editor, Freeman Hubbard, same address. Managing editor, none. (7) Owner, Popular Publications, Inc., same address; Henry Steeger, same address; Shirley M. Steeger, same address. (8) Known bondholders, mortgagees, and other security holders owning or holding 1 percent or more of total amount of bonds, mortgages or other securities, none. (9) Paragraphs 7 and 8 include, in cases where stockholder or security holder appears upon the books of the company as trustee or in any other fiduciary relation, the name of the person or corporation for whom such trustee is acting; also statements in the two paragraphs show the affiant's full knowledge and belief as to circumstances and conditions under which stockholders and security holders who do not appear upon the books of the company as trustees, hold stock and securities in a capacity other than that of a bona fide owner. Names and addresses of individuals who are stockholders of a corporation which itself is a stockholder or holder of bonds, mortgages, or other securities of the publishing corporation have been included in paragraphs 7 and 8 when the interests of such individuals are equivalent to 1 percent or more of the total amount of stock or securities of the publishing corporation. (10) Extent and nature of circulation: Average no. copies of each issue during preceding 12 months: (A) Total no. copies printed, 50,287. (B) Paid circulation: (1) Sales through dealers and carriers, street vendors, and counter sales, 22,307. (2) Mail subscriptions, 4,265. (C) Total paid circulation, 26,572. (D) Free distribution by mail, carrier, or other means, 375. (E) Total distribution, 26,947. (F) Office use, left-over, unaccounted, spoiled after printing, 23,340. (G) Total, 50,287. Single issue nearest to filing date: (A) Total no. copies printed, 50,000. (B) Paid circulation: (1) Sales through dealers and carriers, street vendors, and counter sales, 22,500. (2) Mail subscriptions, 4,200. (C) Total paid circulation, 26,700. (D) Free distribution by mail, carrier, or other means, 375. (E) Total distribution, 27,075. (F) Office use, left-over, unaccounted, spoiled after printing, 22,925. (G) Total, 50,000. Signed, certified, correct, and complete, Henry Steeger.

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Yes, that is your hourly gross profit from the work of only three servicemen . . . at "national-price-guide" rates. And this is much easier to do than you think. We show you how . . . step by step. Duraclean dealers find it is easy to gross $6 per hour on EACH serviceman plus $9 per hour on any service they themselves render. Your income is limited only by the number of servicemen you employ. The 24 page illustrated booklet we'll mail you (with no obligation) explains how most of your gross profit becomes a **clear net profit** to you.

Start while Continuing Present Job

We furnish all the equipment ... and help finance you

If you've wanted to BE YOUR OWN BOSS . . . to become financially independent . . . have a fast growing income . . . and own a Nationally Advertised business, now YOU CAN.

You can stay at your present job while your customer list grows . . . then switch to full time, lining up jobs for your servicemen to do.

One small job a day brings a good starting income. As you add full or part-time servicemen, your income is limited only by your own effort.

Dealers operate from a shop, office, or their home. Equipment is portable...the electric Foam-ovator converts to a convenient carrying case.

At the start, you may want to render service yourself . . . or you can start out with servicemen. This business is easy to learn . . . easy to start . . . so easy to service that women dealers often do it. We prefer you have no experience . . . not have to "unlearn" old methods.

We are NOW enlarging this worldwide system of individually-owned service businesses. If you are reliable, honest and willing to work to become financially independent, we invite you to mail the coupon.

It's Easier than You Think to Start Your Own Business

When you receive our illustrated booklet, you will see the way we show you **step by step** how to quickly get customers . . . how to steadily build more customers from their recommendations.

All six services are rendered "on location" in homes, offices, hotels, theaters, churches, clubs, motels and institutions.

These superior, safer and convenient methods spread Duraclean dealerships throughout North and South America, Africa, Portugal, England, Israel, Norway and many other countries.

National Magazine advertising explains the superior merits of **your** services, builds **your** customer confidence and brings job leads to **you.**

We and a Duraclean dealer will train you and assist you. He'll reveal his successful, proven methods. We show you all you need to know.

You have pre-tested newspaper and yellow-page ads, commercials, and a full mailing program.

Furnishings stores, insurance adjustors, and decorators refer jobs to our dealers. These year 'round services are in constant demand.

TODAY is the time to reserve a Duraclean dealership . . . **before** someone takes your location

Start Small, Grow Big ... in this Booming Business

Many men have said to us, "I can't afford to give up my job till I know I have a sure thing . . . a sound business that will provide both security and a better living for my family."

That made sense to us so we worked out such a plan . . . and those same men are now enjoying Duraclean dealerships in many communities. You don't experiment. You use **tested, proven** methods. **You have our backing and "know how."**

Does this appeal to you? Don't decide now. Mail the coupon so you'll have the facts to decide wisely. There is no obligation whatsoever. You will then know whether this is what you want.

You can start small and grow big just as we did. A third of a century ago Duraclean was an idea . . . but it caught fire and spread rapidly to a world-wide service. It spread because it was based upon (1) **superior processes** and (2) **proven customer-getting methods.**

Our first service, the care of carpets and upholstery, exemplifies these superiorities. It not only cleans; it enlivens the fibers . . . revives dull colors. Pile rises with **new life.** Furnishings are used again in a few hours.

There's no machine scrubbing. No soaking. Duraclean cleans by absorption. Mild aerated foam lightly applied, lifts out dirt, grease and many unsightly spots like magic.

Government figures show service businesses growing faster than industries and stores . . . $750 million yearly potential just in rug and furniture cleaning. You have **5 other services.**

Space here will not permit describing your other services but they are fully explained in the free booklet we'll mail you. You have six opportunities for profit on every job.

A few hundred dollars establishes YOUR OWN business. A day's profit more than takes care of the monthly payments we finance for you.

Men frequently take in partners.

We furnish electric equipment and enough materials to **return your TOTAL investment.** If you have good habits and know the importance of customer satisfaction, you can likely qualify for a Duraclean dealership.

It's been said, "Opportunity knocks but once at every man's door." This could be that one rare opportunity in **your life.**

It is surprisingly easy to learn this business. You can decide from the information we will send you whether to apply for a dealership. So, with no obligation whatever, mail the coupon TODAY.

Own a Nationally Advertised Business

Your Services Are Commended by McCall's Magazine, American Research & Testing Laboratories and by leading Carpet Mills & Furniture Makers

What Dealers Say:

Gerald Weihrauch: "Insurance job brought me $205.70 in single day. Another, $300".

Leo Barnett: "I started spare time and took in $140 in one night after supper. Now, full time, I can make as much in a week as I used to make in a month working for others".

Willis Tatro: "After two years of good profits we sold our business for five times the cost".

Arlin Rae: "I have work scheduled for three weeks in advance. I averaged $122 a day for the last ten days".

Blanche Blood: "Duraclean brought me security and an education for my daughters. We've done as much as $3,000 on a single job".

Loren Farris: "Did the carpeting in a furniture store in less than 3 days for $400. Now get all their customer business".

Robert Wheeler: "The professional quality of Duraclean Service has earned the respect of carpet dealers and wholesalers. I've earned $117.50 in an eight hour day".

Wilmer Suders, Jr.: "Building steadily. Last month grossed $2,012. One job came to $752".

John Szymanski: "Making 50% more than on any job I ever had. I've earned as high as $1,300 in a single week, as much as $2,700 on one job".

Ernest Shulda: "I never knew a company as eager as Duraclean to help their franchisees succeed".

R. Geisman: "Using the direct mail program we sold 10% on actual jobs. We also get a lot of referrals from happy customers".

Jerry Baker: "I don't know of any other business in which a man can make as much per hour".

Walter Parsons: "It would take a man years to build up the fame he gets automatically with the Duraclean name. It's a household word"

Resale Service

If, because of illness, moving or for any reason a dealer wants to sell, we maintain a service to locate buyers and to help him sell.

Dealerships resell at up to 10 times the dealer's cost. R.D.K., after 5 months, sold for $2,000 above his cost. L.L., after 30 months, got $7,116 more than he had paid. The **value** of your dealership and franchise **grows monthly.**

FREE BOOKLET tells how to start Your Own Business

With no obligation, we'll mail you a letter and 24 page booklet explaining this business . . . how and why your income grows . . . how we help finance you.

Then decide if this opportunity fulfills your dream of independence and a much **bigger income.**

Your location could be taken tomorrow . . . so mail coupon **today.**

Find Out with NO OBLIGATION

Mail this coupon TODAY

It may put you in business

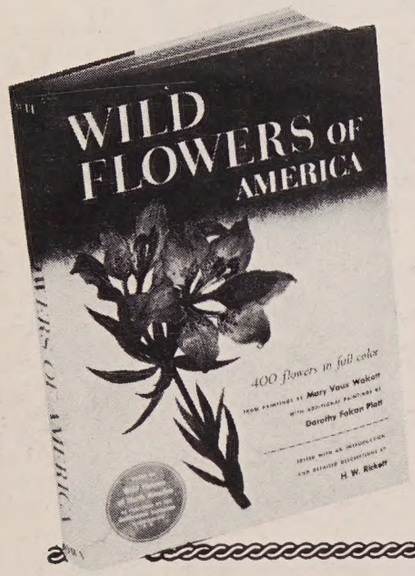
Duraclean Co. 8-701 **, Duraclean Bldg., Deerfield, Ill. 60015**

With no obligation mail letter with 24 page illustrated booklet explaining how I can increase my income and family security with a Duraclean Dealership.

Name_____

Address_____

City_____ State_____ Zip_____



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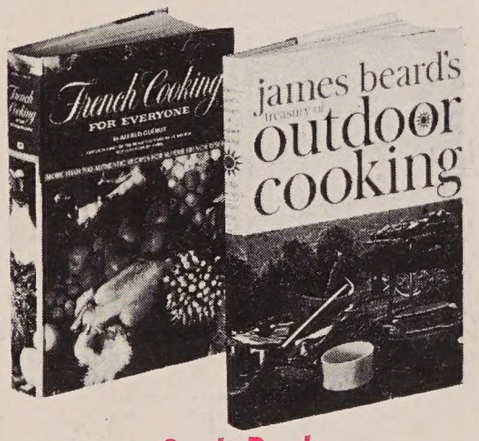

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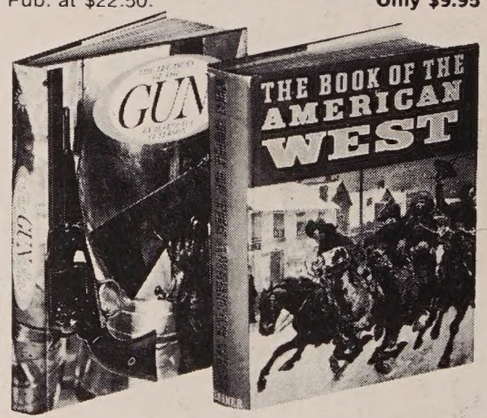

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